

PETER BROWNING INTERVIEW - 500 RACING - TUNE IN

AUTOSPORT

The two most successful GP cars compared



'It's breaking all the rules of motor racing really—a terrific test for an ordinary family saloon!'



Bernard Unett, leading driver of the Chrysler Dealer Team, talks about the Hunter he has driven to 13 outright and 26 class wins in this year's Production Saloon Car Champion-

ship. The car is a standard 1725 cc Hunter GLS—like you could buy from any showroom.

Mechanics Tony James and Phil Davison and Competition Manager Des O'Dell give Bernard the car he needs to win races.



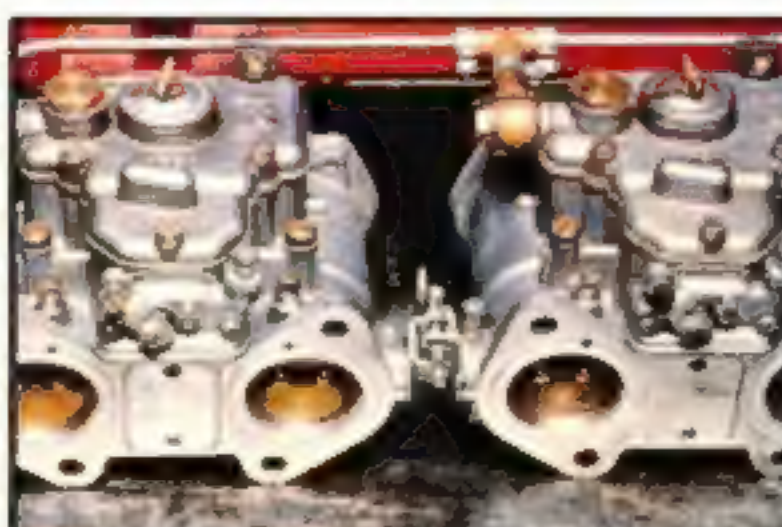
'At the start of each season the RAC scrutineers inspect all cars and stamp all the engine components. After assembly the engine is sealed with wire and chemically sensitive paint.'



'A terrific test for a motor oil too! You're at peak revs most of the time, you've got no oil cooler, so the oil gets hot—120°C and more. Also, you're bending the car round corners so much that the oil spends a lot of its time up one side of the engine. So you need an oil that gives something extra in lubrication.'



'Races are won in the workshop. Des O'Dell, the competition manager, leaves nothing to chance. Wheel hubs are checked for true rotation. Anything that could shake loose is drilled and wire-locked.'



'The Hunter is fitted with twin Webers as standard. They're terrific—100% responsive. And once set, they hardly need adjustment.'



'We use only Shell Super Multi-grade. At the start of the season I used to look at the oil pressure from time to time, but there was never any problem. You just put it in and forget about it. That's how good it is.'

Shell Super Multigrade with the exclusive 'muscle-molecule'—the oil that always stays in grade.

(Bernard Unett just pours it in and forgets all about it.)

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

December 13 1973 Volume 53 No 11

CONTENTS

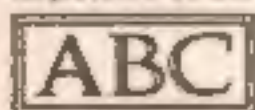
- 2 Pit and Paddock
- 7 Interview: Peter Browning
- 12 Patrick Depailler
- 14 Comparison: the two most successful GP cars
- 16 Purely Personal
- 18 Special Stage
- 20 Interview: Chris Sclater and Jimmy Rae
- 23 Tune In: Autofarm
- 28 500s remembered
- 31 Road Test: Vauxhall Viva Ecosse
- 34 Book Reviews
- 37 Correspondence
- 39 Sports Extra

One way the driver with initiative can beat the fuel crisis—join the Army. Seen recently at the Nürburgring—two Scorpion lightweight aluminium-bodied tanks. Their race ended in a dead heat.



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EDITORIAL

Be confident

It is very nice to be able to record this week a definite mood of optimism regarding the immediate future of motor sport. At a meeting in Paris last week between the CSI and the F1 constructors the current fuel problems obviously came up for discussion and although no decisions were taken the message that came through was that "the show must go on."

That the lead is being taken from the top of the organisational tree is heartening indeed and really it is an attitude that we must all adopt. If we continue to walk with our heads bowed and talk pessimistically and do nothing—then of course we are heading for trouble.

There is no reason at all why the international formulae should not be run as normal as it will be possible to run the cars on alternative fuels such as methanol or benzene. For the manufacturers, if this were to happen, it would be a fairly simple changeover in that the main changes would be the specification of the bag tanks and a revision of the fuel systems.

If we are allowed to use petrol to a limited degree then it must be a question of cutting the length of practice and races to economise—a measure already introduced by MCD in this country.

The fact that these alternatives are being discussed or actually introduced must help safeguard the future—we must be seen to be doing something now in the way of economising so that the image does not get too tarnished by the time a decision has to be made. We can keep the international scene alive ie, F1, F2, F3, F5000, FA and sports car racing by using alternative fuels, and by doing so we can keep the industry alive and well.

There is no doubt that we can keep racing going in some way or another but everyone must play their part. As we stated a fortnight ago we must plan now for cuts and changes of fuel and put the proposals before the Government. What is needed is positive action beforehand so that when they come to making a decision they have a comprehensive plan in front of them which will show how motor sport can continue with a petrol shortage. The fact that the F1 constructors have got together with the representatives of the national clubs from all the countries involved and have come out saying that F1 will continue next year is an encouraging lead. Many countries are far worse off than ourselves but with a mood of confidence and optimism they are planning to carry on.

Our approach must be one of confidence: racing will continue—it must continue—and this is how we are going to do it. We are glad to see that this is the feeling which is creeping in and with the right people to push it forward we shall undoubtedly overcome.

our cover picture

Always a talking point is "who was the greatest racing driver of all time?" but this week we try to find out which is the most successful GP car of all time. The two in the picture, Jackie Stewart's Tyrrell 003 and Alberto Ascari's Type 500 Ferrari, are the two most successful individual chassis which are now immaculately preserved in the Donington Collection.

Confirmed: Snetterton improvement plans

Following our exclusive pictures a couple of weeks ago of earth-moving activity at Snetterton, Motor Circuit Developments announce this week a £30,000 development plan for the East Anglian circuit. The plan is to create a new Motor Sport Centre.

The main feature will be an entirely new 190 mph straight. This will be along the line of a 900 yard disused wartime bomber runway stretching from Sear Corner to the famous Esses. The new straight will be 80 ft wide and will cut the length of the circuit by some 0.71 mile from 2.71 mile to around 2 miles. As a result most spectators will be able to see nearly all the track which it is hoped will produce slicker racing with no loss in maximum speeds. The new straight will be built to facilitate the fast-growing sport of drag racing and terminal speeds are expected to be around the 240 mph mark.

Because of the new drag racing straight, Snetterton will in future be able to accommodate a wider range of motor sport activities. The ultra fast Norwich and Home straights plus the

interlinking hairpin and 100 acre infield will be available concurrently with actual race meetings on the new circuit for such additional low noise activities as grass track racing, rallycross and sprints.

This in turn means that smaller motor clubs hitherto unable to operate at major race circuits will find a new home for amateur events at Snetterton.

The new Snetterton track will open with the West Essex Car Club's Championship meeting on March 24.

The new circuit will mean three major improvements; tighter racing with no loss in maximum speed; a view of nearly all the track; and a much shorter distance for emergency services to travel to incidents. The introduction of racing on a shorter circuit with these increased spectator benefits may also be repeated at Oulton Park where there are as yet unfinished plans to cut back to the original 1.5-mile circuit which leaves the current circuit halfway through Cascades and rejoins halfway up Clay Hill.

Speed show attractions

The Festival of Speed at the Alexandra Palace from January 1 to January 6 is currently attracting a great deal of interest. Stirling Moss will be opening the show and one of the features on the main stand will be his famous Lotus 18 which has been loaned to the Festival by Tom Wheatcroft from the Donington Collection.

Alongside it will be another famous British car, the Thinwall Special while other cars from

the past will be the famous ERA Delage as raced by Prince Bira and Rob Walker and one of the 1955 Le Mans Ferraris.

Many other racing and rally cars will be on show including a number of F1 cars while championship-winning 2-litre and GT cars will also be there. The latest commercial radio station to open in London, Capital Radio, will be broadcasting live from the show on the opening day.

Elden build

Ray FFs

Design Formula (Wrotham) Ltd, the company for Elden cars, and Rayrace have now completed an agreement for Design Formula to manufacture and market the Ray FF as raced by Steven South and Richard Morgan. The agreement will enable the car to be made available through all Elden distributors throughout the world. UK sales will be through Rayrace, 65 North Street, Clapham, London (tel: 01-720 6976).

It is made clear that both Elden and Ray cars will retain their own identity and that this agreement is on production not design. Brian Hampshire of Elden feels that such agreements are the only way the smaller manufacturers can survive as duplication of production effort in small units cannot be profitable.

Minilites

In our interim report on the RAC in the Autosport dated November 22, 1973 we reported that the Ford Granada service cars had a problem with breaking wheels "as a result of a bad batch of 'Minilites'".

We are now informed that this information was incorrect. The Granada service cars had in fact only suffered one wheel breakage and this was because a "Minilite" not designed for such use had been fitted. All other "Minilites" fitted to the Granadas were designed for the particular purpose and application involved and no difficulty was experienced with them.

There was no question of a "bad batch"; indeed we are assured that the quality control procedures used in "Minilite" production prevent any such occurrence, and we very much regret that the wrong impression was given. In fact the first three places in the Rally were filled with cars fitted with "Minilites."

Andretti F1 return?

The prospect of Mario Andretti coming back into Grand Prix racing next season now looks very good. His name has been linked with a British team at least for the early races of the year. It would seem that Parnelli Jones has taken the decision to build his Maurice Philippe designed F1 car but it will not be ready for the first part of the season. However, Andretti is keen to do a whole season and is almost certain to take up the second seat in a new two car team. When the Parnelli car is completed, it is thought that one of this year's leading British £5000 contenders will take his place.

Andretti's previous F1 experience is fairly limited. He did a number of races with Lotus in the late sixties before having a March and then signing for Ferrari where he did about half



Mario Andretti—F1 return?

a season. In his first ever GP at Watkins Glen with the high winged Lotus 49 in 1968, he got on the front row and led the opening laps but his only success was a win in the Ferrari at Kyalami in 1971.

Simoniz back RoC

Simoniz will be sponsoring the Race of Champions next year at Brands Hatch. The event, formerly sponsored by STP, will this year be titled the Simoniz-Daily Mail Race of Champions and its March 17 date makes it the first F1 race in Europe of the season.

Simoniz, the producers of a multitude of car care products first came into sponsorship this year when they gave various awards in the Avon Motor Tour of Britain and then sponsored the final round of the British Saloon

Car championship at Brands Hatch in October. This will be the 10th time that the Daily Mail have been associated with the race.

Because the Grand Prix will be held at Brands Hatch this year, all the major teams are showing interest in the event and so far entries have been indicated by Tyrrell, JPS, McLaren, Brabham, Hesketh and Embassy while the new Lynxcar exclusively previewed in last week's Autosport will probably make its debut.

● Next Monday, December 17, the BARC will be moving to their new headquarters at Thruxton. The new telephone number will be Weyhill 2607 and the address: Thruxton Circuit, near Andover, Hampshire.

● Following his remarkable season, especially his success in America, it is not surprising to discover that James Hunt has recently signed with Mark McCormack's organisation, who will handle all his promotional and publicity activities.

The 1973 Ferodo Trophy was presented to Lord Hesketh last week by Brian Hill (left) of Ferodo. On the right is first-ever winner Sir William Lyons.



Pit and Paddock

Webb's fuel figures

At the BP reception held last week to present Bob Evans with his Superman of the Year award, John Webb, managing director of Motor Circuit Developments, made an appeal on behalf of Britain's motor sporting industry. "Almost every company involved with the sport is facing a difficult time and they want an early assurance on the future of sport, or there will be many insolvencies and thousands of pounds worth of business lost as well as technical knowhow gained over many years destroyed," he said. "No new cars or equipment are being ordered and manufacturers are being faced with having to drop designs of existing machines."

He went on to say that in the past when there was petrol rationing, there was no serious racing car manufacturer in this

country apart from Cooper, and the sport was allowed to continue. Now there are around 40 companies involved in racing car manufacture, and 100 specialist component manufacturers. Turnover represents £40 million of equipment being supplied to 34,000 competition licence holders in this country, with nearly £10 million worth of orders going abroad.

Webb has calculated that around 120,000 gallons of petrol are used in total by the sport per year, approximately 400 gallons for a club meeting and 4,800 gallons for a Grand Prix. This, said Webb, represents around 4 ft of motoring per day for 12 million motorists, and emphasises that the sport's total is minimal when one considers that 4,000 gallons are required to fly 100 people on holiday to Majorca and back.

Spaced out

Space Racing, the preparation company run by John "Ace" Woodington and Bob Sparshott, has ceased operations for the time being. Space have looked after Mike Beuttler's F1 car for the past two seasons and in 1972 also ran Brett Lunger's F2 March. Woodington told us last week that they had to take the decision because they were unable to secure any financially viable deals for the running of **ERA**.

Their offshoot company, BS Fabrications, however, will continue to operate from the same premises. They are currently engaged on the monocoques for the new Hesketh car—the first of which has recently been delivered—plus undertaking other fabrication jobs for the majority of F1 teams.

Showboat sit-in

One of the star attractions of the Evening News motor racing Showboat which opens on January 5 and runs to January 20 will be the opportunity for people to sit in a racing car. Midlands based constructor Terry Ogilvy-Hardy will be showing his Project X Formula Atlantic car and has agreed to let visitors sit in the car.

Showboat should have 20 or more completely new racing cars among almost 100 exhibits which will include single seaters, sports cars, racing and rally saloons.

The Townsend Thoresen Free Enterprise 11 will be moored alongside HMS Belfast opposite Tower Bridge.

Constructors meet CSI

There was a meeting in Paris last week of the F1 Constructors' Association and the CSI chaired by Prince Metternich. The meeting was to discuss F1 regulations and the constructors were reported to be happy with the decisions taken.

The petrol crisis obviously came up but with just one exception, South Africa, there was a mood of optimism and confidence that the world championship will continue next year. The idea of different fuels was discussed and found to be perfectly acceptable while the other alternative will be to have shorter races and shorter practice sessions. As one constructor told us "one day's practice or two, it does not really make much difference, the same people are always the quickest, it's just that they are even quicker on the second day."

Bell and Ickx join BMW

BMW had planned to announce their full 1974 plans at a special reception in Munich this month but due to the power crisis have postponed it. However, last week they announced three of the drivers who will pilot the saloon cars in their attempt to retain their European Touring Car Championship crown.

Joining Jochen Neerpasch's protégé Hans Stuck Jr will be Jacky Ickx and Derek Bell. Both Ickx and Bell have driven for BMW on occasions, Bell winning this year's TT at Silverstone.

Stewart's Star

Jackie Stewart was awarded with his BRDC Gold Star and the Seaman Trophy for his World Championship successes, at the very successful BRDC Annual Dinner and Dance at the Dorchester in London last week. In addition, it was announced that Stewart had accepted the post as vice-president of the club, and one of his first duties was to present the Chris Bristow Trophies to David Heale (for the most promising driver on the Silverstone club circuit in 1973) and to Geoff Friswell (for the fastest lap on the Silverstone club circuit this season, at 106.80 mph). Stewart also welcomed two rally guests to the occasion, these being Timo Mäkinen and Roger Clark who both received well-deserved, and large recognition for their successes.

Ronnie Peterson was present to receive the Wakefield Trophy for the fastest lap on the Silverstone GP circuit with his outstanding lap of 135.98 mph while another Grand Prix driver James Hunt received the John Cobb Trophy for being the most outstanding British driver and character in a British car and his entrant, Lord Hesketh, was presented the Nigel Moores Trophy for the private entrant with the most meritorious performance.

On receiving the ERA Club Trophy for the British driver in a British car who has put up the most meritorious performance outside the UK, Lancastrian Brian Redman gave a very amusing speech indeed which proved extremely popular. Lotus designer Ralph Bellamy received the Bruce McLaren Trophy on behalf of Frank Gardner, for the Commonwealth driver who put up the most meritorious performance this season, and Neil Corner was awarded the magnificent British Empire Trophy for his many historic successes at Silverstone this year.

Calendar offer

Goodyear, in recognition of their highly successful 1973 season, have produced a magnificent colour souvenir calendar for 1974, beautifully printed on art paper and 18 inches by 20 inches in size. Every page depicts a different race in colour covering the Grands Prix plus Le Mans, with a full size shot and half a dozen smaller pictures for each month.

By special arrangement with AUTOSPORT, Goodyear are making this superb calendar available exclusively in this country to AUTOSPORT readers at the remarkably low price of £1, including all post and packaging charges and VAT. A fine wall decoration for any motoring enthusiast it will also make an excellent gift that lasts the whole year. Full details of the offer and an order form can be found on page 13.

Brazil and Argentina on

It was confirmed last week that both the opening rounds of the world championship will be held as planned. The Argentinian GP, scheduled for January 13, has been given the blessing of President Peron who, following a recent visit to the Buenos Aires autodrome became very excited about the whole thing and has declared that it will go ahead.

In Brazil the warring sponsors and organisers have settled their differences and have sent a telex to the CSI that the race will be held at Interlagos as planned.

South Africa postponed?

Just as we closed for press we heard that Alex Blignaut, the South African GP organiser, had applied to the CSI for his GP to be postponed. South Africa was the first country to ban motor sport and he feels that there is no way that he will be able to run the event on the scheduled March 2 date. This means that after the two South American races, the first GP will be Spain on April 28.

Regga shunts at Ricard



Clay Regazzoni—unhurt.

Despite the ban on motor sport in France, testing was going ahead as planned at Paul Ricard last week. However, there was one major disaster when Clay Regazzoni wrote off the very latest F1 Ferrari. The car was reported to be badly damaged but Clay escaped unhurt. The testing was being conducted by Goodyear and others there were JPS and McLaren.

This week the circuit is being taken over by Firestone runners with BRM and Shadow. BRM's new car, the P201, is not ready (and is unlikely to be for the first two GPs) and so P160s will be used by Jean-Pierre Beltoise and, as we said last week, Henri Pescarolo.



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'FROM BRISTOL TO BRANDS HATCH'

STARTS DEC 16th

The story of the 500cc Racing Car.

The National Motor Museum at Beaulieu in Hampshire is staging a special exhibition featuring the original Formula III racing cars - the 500's.

These famous racing cars of the 50's where such drivers as Stirling Moss began their career, will be on show at the museum along with a photographic history of this famous racer.

The exhibition will be open on December 16th and continue for six weeks.

Entry to the exhibition included in admission to National Motor Museum Complex.

The National Motor Museum,
Beaulieu.



Vandervell Novice Award continues

Vandervell Products Ltd will be continuing its support of newcomers to motor racing by once again sponsoring the Vandervell Award for Novice Drivers in 1974. This will be the third year of the successful award.

Eligibility to compete for the Vandervell award will be on the same basis as in earlier years. All competitors at Silverstone, who, on or after January 1, 1974, are holders of an RAC restricted racing licence upon which they have not obtained six upgrading signatures and who have not held a racing licence issued by any national body for more than 12 months, will be eligible to compete. All car races at Silverstone, excluding relay races and high speed trials, will count towards the award.

In order to take part in the award, competitors must register with the BRDC race office at Silverstone at least 24 hours before the first race in which they wish to be eligible to score points.

The point scoring system will be as before; in a race divided

into classes or a single class race with less than ten starters, points will be scored on an 8-6-4-2 basis in each class. In single class races with ten or more starters, points will be scored on a 12-9-6-3-2-1 basis. Points are scored on a competitor's position relative to all competitors in the class or race, not just novice competitors.

Should a competitor be upgraded during the season, he will still be eligible to score points in his races at Silverstone. For the Vandervell award, heats will be classed as races. In calculating the final positions, a competitor's ten best scores will count. In the event of a tie, the competitor with greatest number of class and/or race wins will be declared the winner. If this fails to achieve the split, other placings will be taken into account.

The winner of the award will receive £150 and the Vandervell Trophy while the next four places will receive £100, £75, £50 and £25 respectively.

Ladbroke's title odds

Ladbroke's have just opened their book on the 1974 world championship. Not surprisingly they have nominated Ronnie Peterson as favourite while Jody Scheckter is rated at number two.

The full list is: 9/4, Ronnie Peterson; 7/2, Jody Scheckter; 4/1, Emerson Fittipaldi; 8/1, Jacky Ickx; 10/1, James Hunt and Peter Revson; 14/1, Patrick Depailler and Carlos Reutemann; 16/1, Chris Amon, Jean-Pierre Beltoise, Denny Hulme and Clay Regazzoni; 20/1, Carlos Pace; 25/1, Peter Gethin, Jackie Oliver; 33/1, Mike Hailwood; 50/1 George Follmer and Graham Hill.

Tasman confirmed

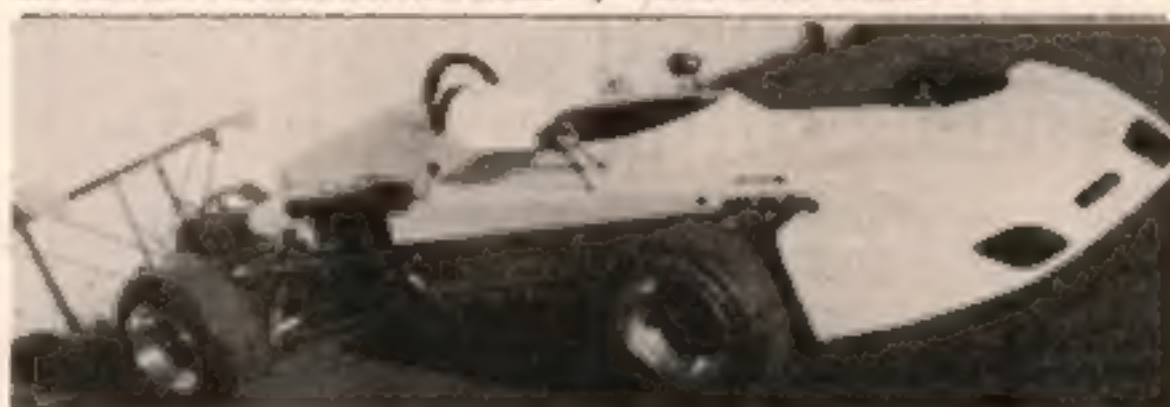
The Tasman series is definitely on. This news was communicated last week to those preparing to go to the series. The New Zealanders have cancelled one of their major rallies which has enabled them to hold their races.

The series opens at Levin on January 6 and then continues at Pukekohe, January 12; Wigram, January 20; Teretonga, January 27; Oran Park (Australia), February 3; Surfers Paradise, February 10; Sandown Park, February 17; and Adelaide, February 24.

Koinigg's F2 Kaiman Opel

Helmut Koinigg, the rising Austrian driver who this year won the European SuperVee championship and had occasional races for the Ford Cologne G2 team will next year be seen in F2 and G5.

After extensive testing of the Kurt Bergman developed Opel F2 engine this season in the European hillclimb series fitted in a March 712 chassis, he will use it for a full F2 attack next season. Bergman, who is the man behind the Kaiman FSV cars is building a chassis to take the engine. In G5, Koinigg will be a member of the Martini Porsche Carrera team.



Elden announced two new cars this week. Above is the F3/FA Mk 15 developed from this year's F3. Initial testing will be done with Schnitzer BMW engines. A new FF, the Mk 10C has also been introduced and two works cars will be run for Tiff Needell and Jorge Knochlin von Stein.

● It was good to see Harry Downing looking very fit at the BP Superman presentation last Thursday after his recent operation. Although he is officially retired as BP competitions manager, Harry will be seen around the circuits next season in his capacity as BP's advisor on motor sport.

● Ray Mallock the highly talented former Clubmen's Supersports champion who made such a good impression with his Chequered Flag Atlantic March 712 this year looks fairly certain to continue in the category next year although he has recently been testing a March-BMW F2 car on behalf of the works.

Springfield party

The Springfield Boys Club held its 11th annual party last Thursday and the annual report showed that it was thriving as ever; nearly £1,000 had been collected in the Club week with a few more donations still to be added. Many personalities from the racing world were in attendance including the president Graham Hill, Jackie Stewart who presented the prizes, James Hunt, Dave Morgan, Howden Ganley and the man responsible for the club, Anthony Marsh. A very welcome visitor also was Dave Brodie who is now well on the way to recovery from his horrific Silverstone crash.

● Barrie "Whizzo" Williams has just been appointed Dealer Team Vauxhall Sportpart manager with Vauxhall sport dealer, GN (Croydon) Ltd. This season Williams drove the GN G1 Firenze 2300 with a great deal of success.

● Brian Henton seems to be the driver who the factories are after to pedal their works F3 cars next season. He reported last week that he had received two good offers of works drives for the year. It is thought that they come from the Oxfordshire and Norfolk areas. This year Superhen was extremely rapid but sometimes erratic with a GRD and then the works development Ensign.

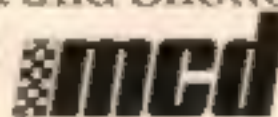
CATCHPOLE

By Barry Foley





Christmas greetings and best wishes
for the New Year to all our friends, especially
the marshals and voluntary officials, from
the directors and staff of Brands Hatch,
Mallory Park, Oulton Park and Snetterton.
Take a lap of honour!



Peter Browning

BRSCC'S chief and Britain's most controversial organiser is interviewed about various aspects of motor sport by ROBERT FARNALL

Peter Browning's arrival into the organisational side of British motor racing has been like a breath of fresh air. Being former competitions manager of BMC Browning was well ensconced in the organisation problems of motor sport, but he had been primarily concerned with rallying before accepting the appointment of Executive Director of the British Racing & Sports Car Club, to replace the infamous and long-standing Nick Syrett. Syrett was a difficult man to replace, but his successor could not have been more appropriate in keeping the name of the BRSCC to the fore and making a great contribution to the success of British motor racing in 1973 with his bright and refreshing innovations.

Can you say why you took the position with the BRSCC first of all?

Well having done a variety of jobs connected with motor sport, and previously been very much involved on the rallying side, running a national motor racing club was to be something new and a fresh challenge.

What problems were you faced with when you inherited the job?

No problems really because we have an extremely strong Committee of people actively involved in the sport and they gave me tremendous encouragement and support, as did our team at HQ.

How many of the policies of the Club do you make and how many are dictated by your Committee?

It is not really a question of anyone dictating to anyone. Apart from running the business administration side of the Club, I feel that my principal job is to think up new ideas and projects so I tend to put forward most of these ideas to the Committee and we chew them over together. Very often even better projects stem from an original idea. Naturally, though, most of the ideas come from discussion within the HQ office itself. I must say that I thoroughly enjoy our Committee meetings and I think the Committee members do too. Don Truman is a regimental Chairman and the work gets done with the minimum of waffle.

You obviously enjoy your job despite the responsibilities and the problems.

If you don't enjoy your job then it's time you found something else to do. And what we who are lucky enough to be the paid professionals in the sport must never forget is that we would not be in business were it not for the efforts and the enthusiasm of voluntary officials—the marshals. I am always very conscious that we must continually strive to make their lot as pleasurable and rewarding as possible. Marshals are the unsung heroes in all forms of motor sport and just about the only sector who don't play politics, have their own 'trade union' and grumble or grouse.

I would love to see, at the 'five minutes to go' signal at the British Grand Prix, the marshals show their strength by staging a two minute 'hold' while one of the keymen decided that he wanted a pee. How better could you demonstrate that the whole commercial show depends upon volunteers!

How do you view the future prosperity of clubs such as the BRSCC?

Very healthy providing we give members good value for money—and that's not just a club membership card, a magazine and the right to spend more money on buying club kit. We've got to give them a lot more than that.

People join the BRSCC for three main reasons. As competitors they have not got much option if they want to go serious motor racing. They join us to get involved on the organisational side of the sport as a marshal. The third group are those who just want to be associated with the activities and the prestige of our sort of Club. They are by far the largest and the most important sector who we must ensure enjoy real tangible benefits.

You used to have to join a motor club to have a car badge on your car, wear a flashy rally jacket or cover the bedroom walls with stickers. Today anyone can buy this sort of thing from their local motor accessory shop, and a John Player Special sticker may well be more prestigious to some than a BRSCC badge. So I feel that we've got to offer our members exclusive benefits and opportunities which are not available to the general motoring enthusiast.

What major changes have been made in running the Club since you came?

We've cut down on the number of people employed in the HQ team with, I hope, no loss of efficiency. With a smaller team, given wider responsibilities, it's a very closely knit group. I think we've strengthened the lines of communications between HQ and the centres which has helped us maintain our race organising standards. And we've started doing a lot of things that were not happening before.

The BRSCC has always been associated with



motor racing. Now that you have started the Tour of Britain do you see the Club staging more activities away from racing?

When I joined the Club I felt that within our HQ team and our Centres we had tremendous untapped organisational potential which could be exploited in spheres other than pure motor racing. Ever since I did the Tour de France when I was competitions manager of BMC I felt that we ought to have a similar type of event in Britain. So when Avon and Motor came along with the same idea I felt that we had the ideal team to run an experimental event.

The Tour is, and always should be, a unique event, and there is no way that we ever want to try to compete with other established rallies, particularly the RAC Rally. I feel very strongly that no club should organise any motor sport event unless it can provide from its own membership most of the competitors, the senior officials and the marshals. For this reason I would not like to see the BRSCC running other types of events because we would inevitably have to ride on the backs of other clubs who are experts in their particular field.

I must add at this point that I think it is unfortunate when basically non-motor racing clubs enter our field and put on say one race meeting a year. Without inviting ourselves or the BARC they would not have many competitors, without our combined marshalling force they could not man the circuit and, on top of this, they have to borrow our top race officials. Such are the professional demands today of competitors, sponsors and spectators I feel that these interests must be protected by the professional race organising clubs. This

"With prodeports I'm sure we're going to end up with a top limit of £2,500 or lower"—banning cars such as these.





"There's no doubt that the gimmick races brought the crowds in, but..."

may seem a selfish and 'big brother' attitude but these smaller local clubs play no part in the often expensive overall administration of the sport, as we, the BARC and the BRDC do. I am sure that these local clubs would feel the same towards us, if we were to start running rallies, autotests and sprints on their patch, under the name of the BRSCC but using their competitors and marshals!

Were you pleased with the way the first Tour of Britain turned out?

Quite frankly Avon, Motor and ourselves were rather embarrassed by its success for, as you know, the event started off as no more than an experiment in public to see whether the event would work and we ended up with a full blown international on our hands.

Next year's event is going to be better with a real Tour of Britain going to Wales and Scotland over four days and with a very much fairer balance of racing and rally stages. We are determined to keep this event to true standard production cars on the sort of tyres that you and I drive to the office on every day. It would be wonderful if it could become a sporting event with a real purpose in comparing the performance of similar standard models. Just as one used to look at the results of the Mobil Economy Run and compare performances within the classes, so the results of the Tour could become a guide to the potential of our showroom models.

And I do feel that there is room on the calendar for just one event when the drivers are asked to make the cars and their components achieve a performance in excess of that for which they were designed. In practically every racing and rally formula we achieve total technical perfection in the machine up to the almost ludicrous situation in Formula 1 when you can't drive the thing in the wet and you're designing circuits to suit the cars instead of the other way round. In Group 1 there are a growing number of 'neurotics' who want to allow modifications to this and that because it's all much too dangerous and you can't possibly race a car for 10 laps round Brands just as it came out of the showroom.

Perhaps we could learn a thing or two from

rallying here for it was not so long ago, when I was with BMC, that we were preparing Group 1—and I mean Group 1—Minis, 1800s and Triumphs to be driven flat out down boulder strewn Alpine passes. And there was no Armco to catch you when you went off the road—usually just a 2,000 ft drop into a river bed. The cars survived unbelievable punishment and the drivers would have had no hesitation in taking part in a 10 lap blind round Brands—at the end of the event! If they can do it, the current Group 1 heretics can now.

Will you always keep the Tour to production saloons rather than sports cars?

We have decided against admitting sports cars for the time being because we foresee it being hopelessly oversubscribed with Group 1 cars for at least another couple of years, despite the fact that we hope to be able to increase the size of the entry year by year. Then there are not a great variety of really competitive cars in Group 3—as we found with Prodsports—but those that there are would run circles round the Group 1 cars. I think it would be entirely wrong to see the Tour dominated by a dozen Porsche Carreras with Roger Clark's Capri finishing 13th overall as the first Group 1 car.

Do you think the overseas manufacturers will come next year?

We sincerely hope so and this is one of the reasons why we have opted for engine capacity classes in 1974 rather than the price classes of this year. The overseas competitors don't really understand price classes. We will be giving financial incentives to overseas teams next year and we are expecting more foreign journalists to come over and see the event. We are having close talks with the organisers of the Tour de France and the new Tour of Italy to see how we can work together and we have already received applications for regulations from many of the top Group 1 Tour de France entrants.

How do you feel production saloon car racing has fared this year?

For a new formula with more than its fair share of technical complications I would think that the general verdict is that it has gone a

lot more smoothly than many prophesied. Out of Group 1 has come a lot of new characters, there's been a wider variety of cars competing and there's certainly been close racing. We've involved a lot of new manufacturers into the sport who, in turn, have brought new sponsors and new dealer teams. That's got to be good.

There have been criticisms of some of the eligibility scrutineering but, on the whole, I reckon Peter Jowett and his team have done a very good job. I hear that he has a splendid idea for 1974 which will include a fraud squad of half a dozen scrutineers who will do nothing but eligibility work for all formulae. They will arrive, unannounced, at any meeting and without authority from anyone will seal and strip at random who they want. With sophisticated equipment that can be applied to all formulae checks, and a team who do nothing else but seal and check engines and sort out any anomalies that may arise in the interpretation of the regulations, the system's got to work. If it fails because the RAC can't afford to put it into operation I would have thought all engine builders, tuners and manufacturers from all the formulae would have been only too willing to contribute £100 or so to a fund to see the job well done. Your action in banning Derek Lawrence caused a few raised eyebrows!

Well, we felt that on this occasion the normal penalty of simply disqualifying him from the meeting in question, and that is all that could have happened to him, was not appropriate when there was no doubt, in our mind, that this was a case of blatant cheating. When we put on an event specifically to say thank you to Formula Ford competitors for the support that they give us during the season, and give them a £2,000 prize fund for an end of term bit of fun, we feel that our action was justified to a competitor who comes along and appears to raise two fingers to the regulations and the whole spirit of the meeting.

Do you feel that the engine tuner or the driver should be penalised in this case?

It does seem very hard on Lawrence who may well not have been aware that his engine was illegal but I'm afraid the driver must,

as the entrant, on this occasion, take that responsibility and therefore the blame.

Will the BRSCC be taking any more action like this for offenders?

I sincerely hope that it will not be necessary but if the penalties for deliberate cheating do not appear to be hard enough then I feel the only way to put a stop to it is to be very tough. I am sure that the sponsors and the manufacturers involved in our two Group 1 championships, the Mexico Challenge and the Renault 5 Challenge, will back us all the way if we have to say "One outrageous cheat and you're out for the rest of the season."

Do you believe that the new Renault 5 challenge will comprise cheap and legal racing? I think with any formula that if from the start you get the regulations right and if you police the formula right with the penalties for anyone infringing the regulations being very strict, then you should have the basis of the workings of a good formula. With the Renault 5 Challenge, the regulations and the car could not be simpler, the car in particular lends itself very well to this application. You are not allowed to change anything but obviously blue-printing has to be allowed because you can't rule against it and we shall adopt the RAC's very well defined rules on blue-printing. We are going to have a resident scrutineer for the whole Challenge which (as in the case of the Escort Mexico Challenge), should work out very well as he only has one car to worry about. But I don't think anyone will cheat when they know how severe the penalties are. Regarding the cost, no motor racing is cheap but this one is the cheapest production car formula as you can get onto the circuit for around £1,000. Next year is really the embryo for something bigger in 1975 when we hope to see over seas races and that must be very attractive for our members.

What do you feel about the present state of British racing at club and championship level? There's no doubt that the "gimmick" races run this year have brought the crowds in—it's almost back to the days of Radio London. But I still wonder if the rather stereotype championship format which we have for all our commercially sponsored championships does rather restrict us in adding more variety to race programmes, and I also wonder if the public are confused about the number of commercially sponsored championships in any one particular formula. At the end of the year we don't have a national champion in a particular class, but two or three winners.

We don't have a British national Formula Ford champion, for instance; we may know who he ought to be but neither he nor his sponsor can actually say that. And this is something which applies to many other formulae, like production saloons.

Instead of just running a championship as such, if sponsors were prepared to back 10 races with no championship prize fund at the finish, we could get away from the stereotype 10 lappers. We could run long races, short races and even races with pit stops, that's surely more attractive for all concerned. You would still have, for instance, your Britax and Castrol saloon car races, all counting towards a national championship with a point score to find one champion. I don't think it entirely destroys the interest in either series, for if you have a non-clashing situation regarding dates it would enhance the reputation of the series. However, in Formula Ford it would be a little more difficult as you have so many championships and none of them want to be downgraded—all have the same prize fund by agreement—and it wants to retain its own prestige.

Going back to the personality races, don't you feel that it got to a stage where there were too many of them?

Perhaps there were but we must remember that these events would not be possible without the sponsorship of Shell, Ford and Avon and obviously the promoter has got to give them wide exposure and the value for money I still feel that we are not paying enough attention to the man in the grandstand. I

sat in the grandstand for the wet Radio Luxembourg Formula 5000 meeting at Silverstone to listen to the comments of the many non-racing enthusiasts and came to the conclusion that the majority of them didn't understand what the sport was all about. They were not the slightest bit interested in what round of a Formula Ford championship it was and when the commentators went on about G1 and G3 cars, they really haven't got a clue what he's talking about. It's all very well getting new recruits to come and watch motor racing but having got them there you've got to ensure they're entertained.

What's the current position with Prodsports? We're in a bit of a spot at the moment because STP have had to withdraw their sponsorship of the Championship since their European reorganisation. Looking for a new sponsor just at the present time is not exactly easy—if we are not successful then we will continue with a series of non-sponsored races next year and try and keep it going.

I think we're about to resolve most of the problems we've had this year although I must admit there have been times when I've begun to despair. When we started Prodsports everyone told us to stick to Group 3 and 4 cars only and then they complained that the small volume constructors could not take part. So we agree to let them in and put on a special event when they were eligible but only one turned up!

We originally proposed a top price limit of around £2,500 to keep the thing to the more popular range of sports cars but a great lobby came forth from the owners of exotic machinery who were going to enter. The three who did—two Porsches and a Pantera—provided a super spectacle but ruined the racing for the rest.

We're just about to complete another survey amongst competitors and without pre-judging the result I'm sure we're going to end up with a top limit of £2,500 or lower to try to encourage more bread and butter models. We still think there's room for a formula like this in club racing when a very large percentage of our members own sports cars. Is it not true that the BRSCC have a relatively easy task in respect of race sponsorship because these problems are handled by MCD? Indeed we are extremely fortunate in this respect but I would like to think that we therefore devote our efforts to planning our own special events—like the FordSport days, the Formula Ford Festival, the Tour of Britain and of course administering our own championships like the Mexico Challenge and the new Renault 5 Challenge. In return for the

benefits of MCD race sponsorship I hope that we do our bit to keep an eye on the regulations for the formulae which John Webb has been responsible for introducing.

Do the BRSCC have preferential terms for running race meetings at MCD circuits?

No, the only preference given to the BRSCC is that we are invited to organise more meetings at MCD circuits than other clubs presumably because they think we give the best service. It's part of my job to see that we don't get complacent about that because I'm sure MCD would have no hesitation in offering the meetings to another club if they could do the job better!

What are the major costs in running a race meeting?

It is rather difficult to answer that because there are so many indirect overheads which cannot really be broken down to particular meetings.

One begins, of course, with many time consuming meetings at the start of the season to sort out the allocation of championship rounds then there will be meetings with promoters, circuit owners and sponsors for individual meetings. The publication of the regulations and mailing them is a big expense with the rising cost of printing and postage. The same applies to all the paperwork that goes to competitors and marshals. Organising a minimum of 250 marshals per meeting is almost a full-time job when you run as many events as we do. Then you have the immediate costs of RAC permits, insurance, FIA permits for internationals, scrutineers and timekeepers, prize money, trophies and garlands.

But you do make a profit out of race meetings?

Most of them yes and that's what we're in business for. We need a profit to sponsor all the unseen services that everyone takes for granted—principally marshals' training and the provision of our unique rescue units. There are never sufficient funds to finance the sort of marshals' training, and particularly fire fighting training, that we feel should be undertaken. Then we have to finance all those little things both on and off the circuit that keep the marshals keen and faithful to the BRSCC. We've got beyond the stage when a man will give up two weeks of his holiday time to come and marshal for us in return for a dingle-dangle label badge and a glass of warm flat beer at the end of season party.

But, of course, we all feel that the basic marshal training and certainly the fire fighting practice should not be sponsored by the clubs at all but by a national fund. This could so simply be achieved by either putting a levy

Renault 5TL will be eligible for the Renault 5 Challenge—BRSCC's new 1974 series.



of a few pence on every RAC Competition Licence or an even smaller levy on each race entry fee. It's a pity that nothing is forthcoming from the sponsors of the major international teams, particularly Formula 1, whose tremendous investment our marshals are entrusted to protect on the circuit. Just one per cent of every Formula 1 team's sponsorship money paid into a national fund could bring about a one hundred per cent improvement in the efficiency of the firefighting force at every single British race meeting, and we perhaps could be spared the horror of seeing on our own television sets a repeat of the Zandvoort tragedy with British marshals involved. It's a long time since the Zandvoort accident happened and everyone has, in some way, lost interest—until it happens again.

Alternatively the RAC could allocate some of the £11,000 profit that the motor sport division made this year?

No comment!

You've often been openly very critical of the RAC and yet you not only sit on the RAC Race Committee and the Rally Committee, but you are also now on the main Competitions Committee.

I criticise the system rather than the people because I don't think the system works quick enough to keep pace with the demands of the sport in the 1970s. The system is being improved but not quick enough.

First let's establish that the specialist Committees do a first class job because they are small and we have the right people on them. There seems to be a reluctance to co-opt specialists when we have a really tricky technical problem to iron out, but we can probably overcome that one. The main problems arise because any decision by one of the sub-Committees has to be ratified by the main Competitions Committee and may perhaps even be subsequently changed by them. By the time a problem has cropped up and got onto the agenda of the appropriate sub-committee, it could be three months by the time the findings are revealed by the main Competitions Committee. In between time there's a period of frustrating uncertainty. I really think that the specialist sub-committees should be given the power to make final decisions which can be put into effect immediately. The main Competitions Committee, made up of the leading lights from all branches of the sport—racing, rallying, speed

events, hill climbs, karting—is not really in a position to make or to amend specialist decisions. Its time could perhaps be better spent on deeper deliberations on the sport.

Would the cessation of club racing in this country if petrol rationing is brought in mean the end of the BRSCC?

Oh no. In fact if we can be called a part of the motor racing industry we, and other motor clubs, are probably the people to be least affected because we have the hope that the majority of our membership will renew their subscriptions so we should continue to have a basic income. The situation with the professional teams and the constructors, of course could be disastrous and we must do everything possible to protect them. Are you happy then about running your Boxing Day meeting under the circumstances?

Well, there is a split of opinion over this one. On the one side we have those who feel that a televised meeting on Boxing Day sponsored by a fuel company must arouse public opinion and may well prejudice current and future negotiations with the Ministry when we come to think about running more significant meetings next year when hopefully the situation may well be less serious. On the other hand we have those who feel that the cancellation of the meeting could well weaken our position in negotiations for the continuance of the sport in showing that motor racing is vulnerable and our consciences are pricking.

The general view seems to be that until such time as all other sports are stopped where people use petrol, generally many times the amount of fuel that both competitors and spectators use at motor racing meetings, then we go on.

Do you see a time when the three major clubs will take over the running of all major championship race meetings in this country?

I think this could come about and it would certainly make things a lot more efficient from the enthusiast's point of view. That sort of statement can be looked upon by other clubs as being very unfair and they may say what right have the BRSCC got to hog the scene, but it all comes back to what I said before in respect of what clubs such as our own plough back into the general administration of the sport.

Do you see a time when the three major clubs will merge together or do you see them

becoming more linked with a circuit, like the HARC with Thruxton, the BRDC with Silverstone and now perhaps the BRSCC with Brands Hatch?

It's well known that all three clubs are on the move but the fact that we will be moving geographically farther from Brands Hatch shouldn't be interpreted with any political undertones! On the question of the merger, I feel that in the past year there has been a mini-merger in that we are communicating a lot more than we used to. I think competition is quite a good thing although there are a lot of areas where we could get together where we don't have clashing interests. The three club chiefs do have regular monthly informal meetings when we put motor sport to right!

You retain a very close contact with rallying and you were out servicing for a team on the RAC Rally. Why is this?

Mainly because I very much enjoy the total involvement which you get with rallying, something which I find is sadly lacking in motor racing today.

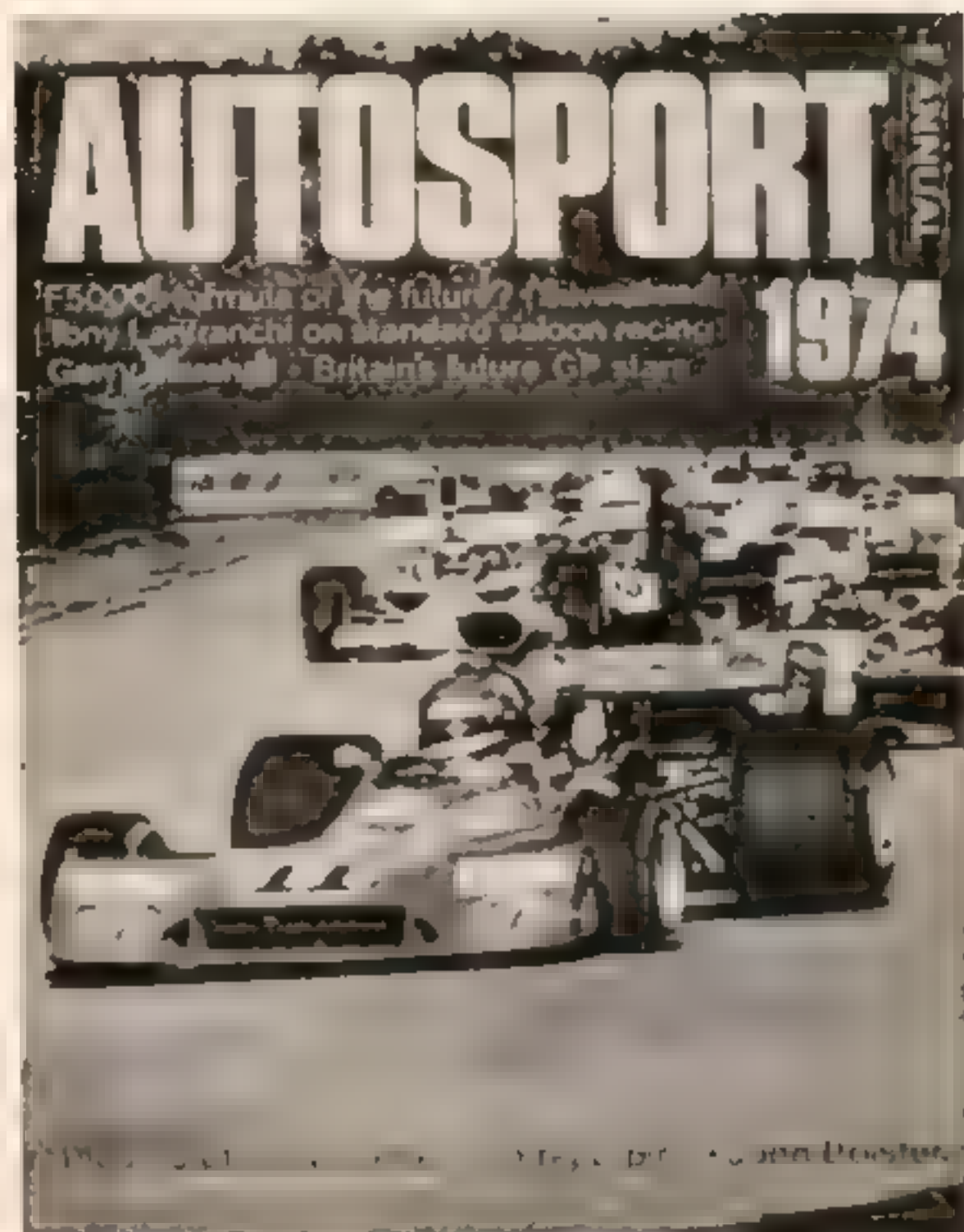
On the eve of the RAC Rally, for example, I ended up in a car alongside the chairman of the rally organising committee, a number of the top drivers from home and overseas, a team manager, a couple of overseas mechanics, an area sector marshal and two keen types who had come up to York to spectate. Here, around one table, you had represented all the sectors of those involved in the sport and everyone was able to join in a discussion on the matters of the moment. Rallying throws people together into this situation and no doubt it's one of the reasons why everyone has a better understanding of each other's problems and you don't get the sort of wranglings that go on in the upper echelons of motor racing.

Everyone in motor racing today seems to be so commercially cocooned in their own little world that we are all drifting farther apart rather than closer together. Regrettably, by the very nature of the way a race meeting is scheduled, there's never an opportunity for the social exchange of ideas. Never before has there been better opportunities for all sides to get together now that we have well organised associations of drivers, constructors, circuit owners, race organisers and sponsors. All that seems lacking is the real desire for someone to provide that opportunity.

Browning brought a round of Formula Renault to Britain at Snetterton this year.



Out now! The new Autosport Annual!



The publishing bargain of the year for all motor sporting enthusiasts hits the bookstalls this week. Yes, the 1974 AUTOSPORT ANNUAL contains some superb features to cater for all tastes, from rallying to Formula 1, from autocross to Formula 5000.

Last season marked the turning point in the short history of F5000. Just how and why it suddenly became a rave success in Europe and America is analysed by editor Michael Kettlewell.

One of the most successful racing car manufacturers is Lola Cars of Huntingdon. The company's steady expansion, from Eric Broadley's original 1968 special to today's position as the world's largest racing car manufacturer, is traced in exhaustive detail. Just who are Lola, and what is their recipe for success?

For most drivers, however, success means a regular Formula 1 ride. But how does this handful of elite men who make up a Formula 1 grid reach these dizzy heights? AUTOSPORT editor Ian Phillips spots the new Formula 1 talent from the realms of F5000, F3, F2 and Formula Atlantic.

At the opposite end of the motor racing spectrum is saloon car racing. And as it has more than its fair share of dramas and intrigue, who better to write about the current state of the art than those two controversial characters, Tony Lanfranchi and Gerry Marshall? Tony's brief is standard production saloon car racing, Gerry writes about the club scene.

Silverstone was the setting for many epic moments during 1973. Millions remember the infamous Grand Prix shunt; fewer remember the amateur meetings. All are now part of a glorious history—an episode that spans 25 years of motor sport. Some of those moments, development dramas and characters are recalled in the editor's authoritative history of the "home of British motor racing".

But it's not all circuit stuff in AUTOSPORT ANNUAL. The trends of rallying in Britain today are chronicled by Ian Sadler, who gives new insight into why certain aspects of it are on the wane while others go from strength to strength. Special features also focus on hillclimbs (written by Ian Wagstaff), autocross (Derek Hill) and Historic car racing (Robert Fearnall).

AUTOSPORT'S deputy editor, Robert Fearnall, has been persuaded to record his feelings about the Avon Motor Tour of Britain, in which he made his motor sporting debut. When he and James Hunt set off from the start in Bath with their Chevrolet Camaro, few gave them much chance of success. Read how the critics and works teams were confounded by the private entry.

Turning from competition to road cars, John Bolster creates his "ideal" car. He couldn't fit a Jaguar V12 engine into a Fiat 126, but came up with some interesting stipulations for such transport. In another major feature, the much-respected technical editor comments on the cars and equipment that characterised 1973. And he looks further than the current oil crisis, taking a crystal ball vision of the future of motoring.

Bob Constanduros traces the areas in which a road car's performance can be improved. It runs from the bolt-on goodies to complete blue-printing which is a necessary requisite for success in standard production racing and rallying.

And as an added bonus there are over 40 pen portraits of drivers competing in Britain in 1973. Who are they? You'll have to buy the annual to find out whether you or any of your friends feature in this random selection!

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Patrick Depailler: Will probably drive Tyrrell 006/2 in Argentina.

PATRICK DEPAILLER

France's latest recruit to the Elf-Tyrrell Grand Prix team

Patrick Depailler, 29, joined Elf Team Tyrrell on crutches, arriving at the woodyard workshops last weekend for his first seat-fittings and having to be lifted into the cockpit of the Tyrrell Jackie Stewart drove last season to win the World Championship. The little Frenchman is practically the same size as Stewart and will probably drive the ex-Stewart car, 006/2, in the Argentine Grand

Prix teaming with Jody Scheckter for the first time.

Although the Frenchman drove Tyrrells in the French and US GPs in 1972, he has concentrated mainly on Formula 2 and is therefore very much a new boy in Formula 1.

He regards himself as extremely fortunate to be given another chance in Formula 1 after breaking his leg and losing the chance

of driving the third Tyrrell in the two North American GPs at the end of this season. How did the accident happen?

"Every time I ride my bike like a crazy man, but because Ken had offered me the drive, this day I was riding very slowly, very prudent, but because of this I was not enough concentrating and I rode into a tree. . . ." His accent is early-days Ickx, which seems appropriate since Jacky also served his apprenticeship with the Tyrrell team.

Depailler fractured his left leg in two places and although they were bad breaks they are now mending.

"Immediately I fell, I thought that Formula 1 for me was finished. . . my best chance was gone. But I went to Paul Ricard early in November when Ken was testing there and we talk for six or seven days before he ask me to drive."

He had some good reason to be worried after his fall because at 29, his chances of getting an alternative ride in Formula 1 must have been extremely slim. Luck has not been one of Depailler's companions during his career, but under Tyrrell's firm guidance that could change.

He was born in Clermont Ferrand on August 9, 1944, growing up in the home town of the French driver Louis Rosier and pounding a Mobylette countless times round the road circuit in the hills above the town. His first race was on a Norton 500 at Montlhéry and one of the people he impressed was Jean-Pierre Beltoise who arranged for him to ride Bultacos in his team. In 1964 he raced in the Coupe de Provence, a competition where each of the 21 provinces in France fielded a Lotus 7 for the most promising young driver in the area, and Depailler drove the Auvergne entry.

Henri Pescarolo has cause to remember Depailler's race at Montlhéry in the Lotuses because he used the cars in front to slow down for the first corner and shunted Pescarolo and another driver off the road. Depailler recovered quickly and overhauled the other 18 cars to win. Pescarolo thought he was a clown.

In 1966 Depailler was beaten by Cevert for the Volant Shell Trophy of an Alpine Formula 3 car, but Beltoise, who looked on Depailler as something of a protegee, stepped in to try to arrange an Alpine for Patrick as well. He was eventually taken on by the team as a mechanic and he had to work his way into a drive that way.

Now that he was involved in racing full time, he moved to Dieppe and quit his job which Johnny Rives of L'Equipe described as "a mechanic of the teeth" but which was apparently involved in the making of false teeth!

In 1967 he won a Formula 3 race in the rain at Montlhéry and drove Alpines in sports car races as well. In 1970 he had a dismal season with the Pygmée team, but in 1971 his luck took a turn for the better and he won the French Formula 3 championship. Last year he won the Monaco Formula 3 race the day before his friend Beltoise won the Grand Prix in the Marlboro-BRM, and this brought him to the attention of Tyrrell who regards the race as a talent indicator. Henry Taylor won there for Tyrrell in 1960 and Jackie Stewart won in 1964. Interesting, too, that Peter Revson won the race driving a Ron Harris Lotus in 1965. . . .

In his Tyrrell debut at Clermont Ferrand he lost a lot of time with two punctures and a suspension problem but at Watkins Glen he qualified on the fifth row of the grid, a shade faster than Ickx in the Ferrari and he drove carefully to seventh place while Stewart and Cevert were finishing 1-2 up front for total Tyrrell team earnings that day of \$97,500!

Depailler and his wife Michelle (they were married in June, 1967 according to the date engraved in his wedding ring—he had to check!) have a two-month-old son, Loic, and they divide their time between a house in Clermont Ferrand and an apartment in Paris.

EOIN YOUNG



The motor racing year—yours for £1



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Jackie Stewart driving Tyrrell-Ford 003 in the Austrian GP in 1971

Tyrrell 003 and Ascari Ferrari — the most successful Grand Prix cars

By EGIN YOUNG

Because it is easier to associate with a man than a machine, we tend to remember the World Champion as the driver rather than the car he drove. Thus Jackie Stewart will go down in the racing record books as the winner of 27 Grand Prix races topping the career totals of the late Jim Clark (25), and Juan Manuel Fangio (24). The credit seldom goes to the car but records show that if it did the honours would probably be shared between 003 Tyrrell-Ford that Jackie Stewart drove in 1971 and 1972 and the Ferrari that Alberto Ascari drove in 1952 and 1953.

The art of meticulously careful identification by chassis number in Grand Prix reporting has become an obsession in recent years so there is no doubt that Jackie Stewart drove 003 Tyrrell to win 8 Grand Prix races. More than 30 years ago, however, the records of individual car performance become more hazy and we rely here on the dusty notebooks kept by Denis Jenkinson eager even then in his pursuit of the facts for *Motor Sport*.

Six 2-litre Type 500 Ferraris were built for the 1952 season with chassis numbers running from 1 to 6, and Ascari's car was number 5. That season he won six of the seven events counting for the Championship and in 1953 he used the same car to win five more GPs and retain his title, but the Jenkinson records for 1953 have disappeared and we can only presume that the intensely superstitious Ascari would have stayed with the same car when his luck was running hot. Even without the aspect of superstition it appears most unlikely that a driver would willingly switch from a proven winning car once it had been established as his.

Although the 003 Tyrrell can stand on a documented guarantee of eight GP victories, the Type 500 F2 Ferrari can only be guaranteed winner of five GPs but probable winner of 11, so equal honours seem fair in the circumstances. Both cars typify their era, the Ferrari with its handsome front-engined lines and the Tyrrell all-purposeful with beauty, cashed in against the science of aerodynamics.

Beauty, however, is always in the eye of the beholder. When the admittedly scruffy A.T.S. formula 1 car made its first appearance at the Belgian Grand Prix in 1963, Dan Gurney joined a group of sceptics, listened to the critical comments, and offered the opinion that if the car happened to win it would instantly become the best looking car at the race track . . .

History shows that Ferrari has the happy

knack of anticipating a change of formula. In 1961 his 1½-litre cars had been sorted-out the season before and ready to win. In 1952 he was in a similar state of readiness. Ferrari F2 cars had won 13 of the 18 major races in 1950, and 10 out of 12 in 1951. A V12 engine was used with a twin-cam 4-cylinder 2-litre designed by Lampredi in 1951 for Ascari to win three races.

When Alfa Romeo announced their withdrawal from Grand Prix racing at the end of the 1951 season the World Championship was down-rated to Formula 2 where fields were full and the racing was good despite (or because of) the Ferrari domination, several of the races having been won by Ferrari privateers.

It was thought that Ferrari would keep the V12 engine on fast circuits and the 4-cylinder with its better torque for tighter tracks, but tests (and Ascari's race wins in 1951) proved that the four had better all-round performance and the V12 was dropped.

Ferrari legend has it that Lampredi, brought in to replace Colombo who had switched to Maserati, did the lay-out of the engine in a single day. It was developed as a 2-litre and also as a 2½-litre, with the larger engine being used for Formula Libre events like the Argentine Temporada. As the Ascari/Ferrari steamroller got into its stride during the two seasons of domination, many of the struggling British contestants were firmly convinced that the works Ferraris were running 2½-litre engines all the time.

It reached the stage where even Ferrari customers were beginning to complain about their lack of pace compared with the works cars and the matter reached a head during practice for the race at Pau in 1953 when Hawthorn was sent out in a customer F2 car to see if there was a basis for complaint. Mike quieted the complaining customers and the doubting opposition by setting fastest time of the day round the street circuit, 0.2 sec faster than Ascari. . .

In his book "The Ferrari" Hans Tanner describes the novel feature of Lampredi's engine that was to win two World Championships: "To make an effective gas and water seal without the use of a gasket, the four steel liners were screwed into recesses in the combustion chamber, the cylinder head being cast integrally with the water jackets, each liner had a flange at the bottom with two rubber rings to provide an oil and water joint."

Each combustion chamber had two valves and two spark plugs and peak performance of the engine on a 20% alcohol mix was about 170 bhp between 7000 and 7500rpm.

During the two championship seasons development centred mainly around detail developments to the engine and a lot of attention was paid to exhaust breathing. The car first appeared with a single straight pipe, then stubs were tried, and the final arrangement saw a manifolding that paired cylinders 1 and 4, and 2 and 3 into two pipes joining into a large diameter pipe just ahead of the cockpit.

The chassis of the Ferrari was traditional with two oval-tube side frames, cross-braced with large tubes front and rear and a strong superstructure around the front of the cockpit. Suspension was by a de Dion axle and leaf spring at the rear and a leaf spring and unequal length double wishbones at the front.

The driving position too was traditional, with the driveshaft running directly below the driver so that he sat "tail in the saddle" compared with the supine driving position of the modern Grand Prix car. The fuel tank in the tail held 33 gallons and the all-up weight was 1344 lbs.

Ascari believed in striking while the Ferrari iron was hot and in 1952 he won the Grands Prix of Belgium, France, Great Britain, Holland and Germany to take the World Championship by storm. Almost as a sideline activity he drove the same car in the non-title series of Grand Prix de France races winning 5 of the 8 qualifying races including the French GP. For the 1953 season Ascari won the Argentine GP using a "legal" 2½-litre engine in the Libre Temporada series and switched back to 2-litres to win the Dutch, Belgian, British and Swiss GPs. His win at Spa completed a 3-win hat-trick for the season, but it was also his ninth consecutive Grand Prix win!

He missed his tenth straight victory in one of those wheel-to-wheel slipstreaming duels that were typical of Reims and Monza (before the chicanes were installed). Mike Hawthorn had joined Ascari, Farina and Villolosi in the Ferrari team for 1953 and he scored his first GP win at Reims beating Fangio's Maserati to the flag by a car's length with Gonzalez' Maserati alongside Fangio in third place and Ascari fourth, six feet behind Gonzalez.

In two seasons Ascari had won two World Championships winning six of the seven events in 1952 (he missed the opening race at Berne because he was competing at Indianapolis with a 4.5 Ferrari V12; the car collapsed a wheel and he spun on lap 40) and five of the eight races in 1953.

Ferrari then, as now, built the complete car and won or lost purely on the ability or inability of his own organisation. By comparison the Grand Prix car of today, with the notable exception of Ferrari and BRM, is a carefully constructed kit of parts assembled with varying degrees of success by a number of teams, all with access to the same hardware.

Enzo Ferrari builds and races his cars because he is imbued with the spirit of racing. Ken Tyrrell built his own Grand Prix cars because he was pitchforked into the situation of having to. He began Formula 1 racing with a Metra chassis and the Ford-Cosworth DFV V8 engine in 1968, and Jackie Stewart won his first World Championship with this car in 1969. A domestic contract well beyond the reach of racing conspired to confound Tyrrell's plans in 1970 and he lost his valuable arrangement with the French

Matra missile company when they signed a production agreement with Chrysler that effectively cancelled Tyrrell's chances of racing a Matra with a Ford engine. With a World Champion in the team but no mount for him Tyrrell soon found that none of the other major teams cared to solve his problems by providing a competitive car for Stewart, so Tyrrell gambled on the brand new car from March Engineering to put Stewart on wheels for the start of the 1970 season and immediately set about the design and secret construction of a Tyrrell Grand Prix car so that he would never again be embarrassed by lack of equipment.

It was the third Tyrrell from Derek Gardner's drawing board that at last translated pace-making potential into Grand Prix success when Stewart won his first race in the new car—the Spanish Grand Prix at Barcelona. Next time out the car crashed heavily when the throttle jammed open on the first corner of the first lap at Silverstone but Stewart was unhurt and 003 was repaired in time for him to win comfortably at Monaco. Ickx won with the Ferrari in the rain at Zandvoort, but Stewart picked up the victory rhythm again winning at Paul Ricard (with Ceveri second in the other team car), Silverstone, Nurburgring, a gap of two races (a broken drive shaft in Austria and a blown engine at Monza) and then a win in Canada. He started the US GP from pole and led the early laps before slowing with a tyre problem while team mate Ceveri went on to win his first Grand Prix. So Stewart won his second World Championship with six wins from 11 races driving 003. He began the 1972 season by winning the Argentine GP in 003 and started from pole in the South African GP leading for half the race until a special Tyrrell "security bolt" dropped out of the Hewland transmission and Stewart was out of the race. In the Spanish Grand Prix at Jarama Stewart qualified on the second row and was out after a spin on the 69th lap smashed the nose and damaged the radiator and a wheel. For Stewart it was a rare error, and in the drenching downpour at Monaco he was to spin again trying to keep the pace set up front by Beltoise in the Marlboro-BRM.

Both of these Stewart lapses were soon explained when it was announced that he had a stomach ulcer and was under heavy sedation at his home in Switzerland. He missed the Belgian Grand Prix at Nivelles but he was back four weeks later at Clermont Ferrand for what was to be his last win in 003. He qualified third fastest to Amon's Matra and Hulme's McLaren until both leaders pitted with punctures and he was left out in front for a comfortable win. At Brands Hatch for the British GP he qualified on the second row again and this time rode tandem to Fittipaldi's Lotus for the length of the race, finishing second. At the Nurburgring 003 was knocked out of the race when he tried to squeeze past Regazzoni's Ferrari on the last lap while lying third. So the distinguished Grand Prix career of Tyrrell 003 ended ingloriously against a guardrail at the Nurburgring, but for one car to have been so successful for two seasons in the heat of modern Grand Prix competition, certainly earns it equal honours with the Ferrari raced by another champion 20 years earlier.

Stewart took over Tyrrell 005 after that and 003 was gracefully retired to the exhibition circuit in its Elf Team Tyrrell blue, and eventually to a place of honour in Tom Wheatcroft's Donington Collection of single seater racing cars.

Among the star-studded Collection at Donington is its rival for Grand Prix honours, the Ascari Ferrari, but there was no immediate pension and honourable exhibition tours for the venerable 2-litre front-engined Ferrari.

In 1954 a new 2½-litre Grand Prix formula began and the Type 500 was replaced by a very similar Type 625 but by this time Ascari had moved to Lancia. His faithful number 5 Type 500 was raced by Farina to 5th place at Pau, and by Hawthorn to fourth at Spa.

At Reims it was a spare car and thus escaped annihilation by the streamlined Mercedes-Benz Grand Prix cars on their comeback appearance. A new Type 655 Squalo Ferrari

had also been built but it was not competitive or reliable enough to race against even the Type 625, so a revised 2½-litre engine was fitted in "Old number 5" to be driven by Hawthorn in a non-championship race at Rouen. To accommodate the wider engine the steering box had to be turned around and remounted. A significant identification feature on the Ferrari at Donington is that the steering box has been reversed and there is a 1954 date-mark on the casing.

After the German Grand Prix when Maurice Trintignant drove it to third place, the car disappeared from the European scene but six months later it was back on the front row of a Grand Prix grid—this time at Ardmore in New Zealand, and the driver was wealthy Australian sportsman Tony Gaze, now a farmer near Ross-on-Wye in Herefordshire.

Gaze had teamed with Peter Whitehead to buy a pair of the ex-works Type 500 Ferraris with the 1954 early-type 2½-litre Grand Prix engines extended to 3-litres to run the "Down Under" Formula Libre events in 1955. The cars had been prepared for Whitehead and Gaze at Ferrari's "customer depot" and the ex-Ascari car now carried a chassis plate GP 0480 which covered the original "5" stamped on the chassis rail.

Gaze missed most of the practice session for his first race in the Ferrari because the gear ratio was too high and in changing it, the mechanic discovered that the car had been assembled in Italy with many of the nuts only finger-tight. He eventually finished third to Prince Bira's 250F Maserati and team-mate Whitehead after losing a lap to have a jammed throttle freed at the pits. They were disappointed with the power of the enlarged 3-litre engines and a special set of high compression pistons for Gaze were flown out for a race at Orange in Australia but they were little improvement. Whitehead won while Gaze's clutch packed up and he struggled through to third. On their whistle-stop world tour the Whitehead-Gaze equips raced next in South Africa where they were handicapped out of the results at Cape Town but Gaze came through to win in the Rand race and then the cars went back to Italy for a refit.

The original arrangement with Ferrari was that the two cars would be fitted with 2½-litre engines for Whitehead and Gaze to compete in Grand Prix races, but that arrangement was

cancelled by the time the wanderers got back to Italy and they had to make do with modifications to their cars for the 1956 Antipodean series that included having the enlarged Type 625 GP engines replaced by 3-litre Monza 750 sports car engines running on a methanol brew.

It was generally assumed that at the time that the cars were always fitted with Monza engines but Gaze says that the sports car motors were only fitted for the 1956 races.

"Peter and I agreed that it would be open slather in the Grand Prix at Ardmore but in the rest of the New Zealand races we would take turns at winning—if we were in a position to do so," Gaze recalls.

He led from the front row but Moss caught and passed him in the 250F before the end of the first lap and Gaze followed him to finish second with Whitehead third. At Wigram Whitehead won and Gaze was second, at Dunedin Gaze won on a track that boasted a section of loose gravel on roads around the wharves, and at Rydal Bush near Invercargill Whitehead won from Gaze.

The plan was for Gaze to race the Ferrari in the 1956 Australian Grand Prix at Albert Park, Melbourne and would then sell the car to Lex Davison, but Davison was eager to drive the car himself in the Grand Prix and so the deal was done.

Lex "Davo" Davison was already something of a racing folk hero in Australia having won the Grand Prix in 1954 driving an HWM Jaguar, and generally conducting his competition activities in the manner of a latter-day Barnato or Birkin. The Ferrari was his sort of motorcar and he drove it to win the 1957 Australian Grand Prix at Caversham and a string of other races that season which earned him the first Camo Gold Star to be awarded. In 1958 at Bathurst "Davo" drove a hard race in the Ferrari against Stan Jones in a 250F and Ted Gray in a Corvette-engined Tornado Special, but his tactics worked out and he won his third Australian Grand Prix.

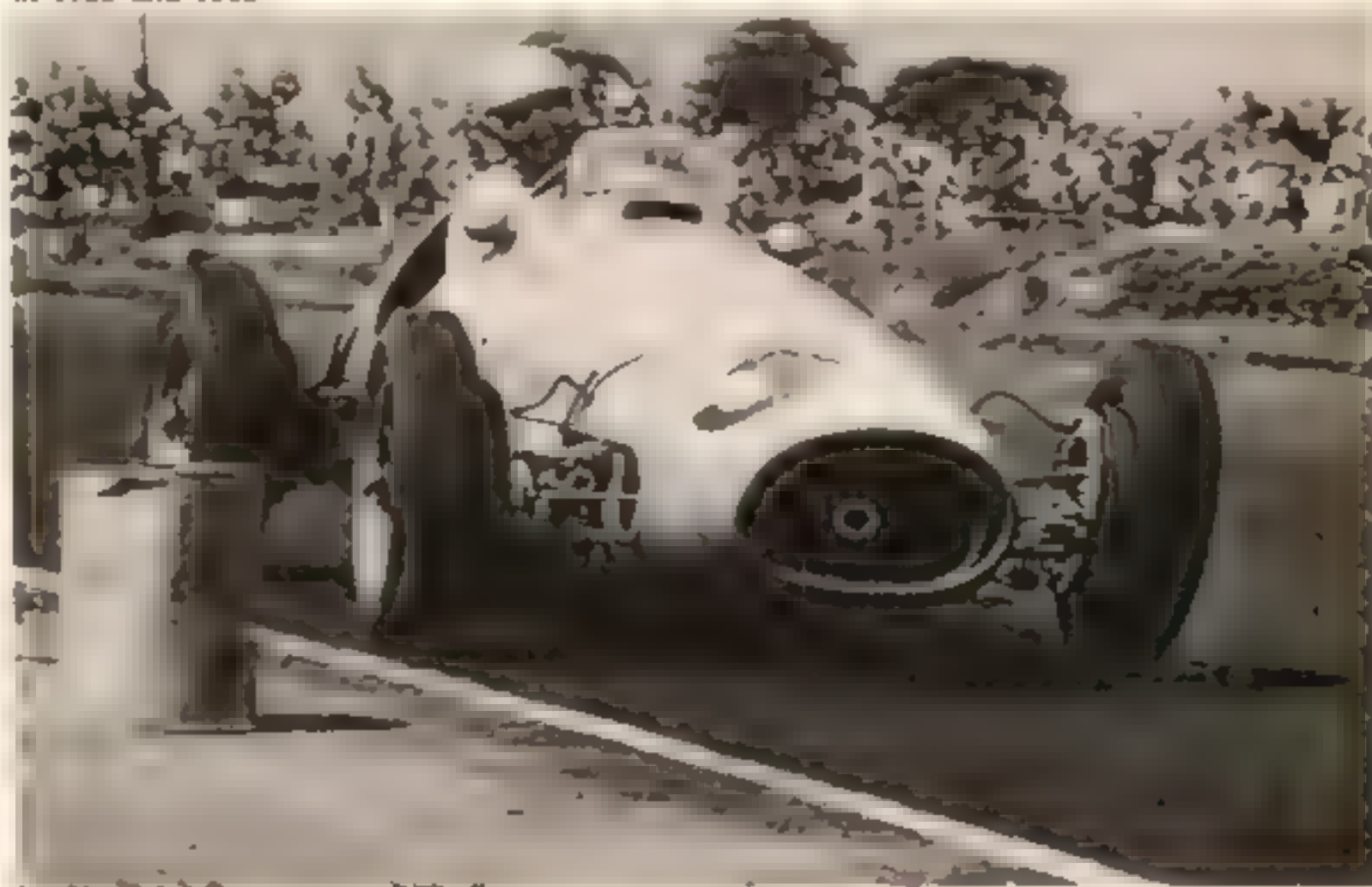
After that race the car headed for retirement and eventually made a circuitous trip through several owners to its place of honour in the Donington Collection. It was while the car was being restored that the "customer" chassis plate was lifted and the famous "5" was discovered underneath to prove the pedigree of the well-travelled car.

Specification
Wheel base
Front track
Rear track
Weight
Engine
Capacity
Horsepower
Fuel capacity

Tyrrell Ford 003
84.2 in
83 in
61.4 in
1,050 lb
Ford Cosworth V8
2993 cc
45 @ 10,000 rpm
46 gal

Ferrari Type 500
84.4 in
80.8 in
80.0 in
1,144 lb
Ferrari 4-cyl
1994 cc
170 @ 7000 rpm
33 gal

Alberto Ascari with the 2-litre Ferrari Type 500 at the Silverstone British GP which he won in 1952 and 1953



Purely personal



It is unbelievable that a supposedly independent body should be controlled by a commercial organisation yet the RAC Motor Sport Division operates and makes annual profits as a subsidiary of the RAC. This preposterous situation alone though cannot explain all the inadequacies of our governing body.

PETER BRYANT

Road rallying is the largest single section of motor sport in the country, with over 80 per cent of all motor sport events utilising public roads. Over the years road rallying has run into an increasing number of problems, these involving complaints from the public and police. No sensible informed person would deny that problems of noise, annoyance and danger to other road users not only exist but are increasing and are not being effectively solved. If the present trend continues, all rallying will be forced to stop by an increasingly hostile body of public opinion. This would mean that the majority of motor sport would be lost to this country forcing countless thousands of clubmen to take their interest, enthusiasm and financial contributions elsewhere probably resulting in a sport bankrupt of enthusiasm and money.

A depressing situation, one which needs the immediate and overdue attention of the RAC. Last week the RAC produced a Green Paper "Consultative Document on Motor Events Utilising the Public Highway". I hoped that this document was to be the framework on which the future of rallying could be built a forward policy for the sport and a series of steps to overcome the present problems. I was bitterly disappointed—maybe if the title had been "Rallying—cremation or burial" or "The Last Five Years of Motor Sport," then the contents would not have been surprising. The report suggests a variety of legislation that the committee feels would reduce the problems of road events, and also presents evidence of these problems. The legislation appears to be well reasoned and some of the ideas are obviously sensible. The tragedy lies in the failure of the Green Paper to recognise three crucial points.

First the report does nothing for the sport in offering new scope to replace that which its legislation immediately destroys. Secondly it does not appreciate that any timed event on the public roads can in the wrong circumstances cause danger and annoyance. Thirdly its legislation will not be effective in producing the circumstances for acceptable road rallying.

Taking these points in reverse order. The

legislation in effect tries to reduce the scope of road rallying, but does not understand the cause of the problems it is trying to legislate against. If legislation for the use of rifles limits the bore size down from 303 to 22 but does not indicate who should use it and the qualifications necessary then problems in rifle shooting will continue to exist. Similarly a 12-car rally ineptly organised is far more likely to be lethal to the sport than a well organised 90-car rally. Or, try convincing an irate village that the 60 cars passing through the centre of a village represent a 50 per cent reduction in the number that were thoughtfully routed round the village last year. Any legislation for timed events must be aimed at producing better organised events in lowly populated areas with the full approval of the local authorities. The proposed legislation does not operate in this way.

The RAC still seem to be deluded that certain timed events do not produce annoyance or danger whatever the circumstances. Take the report's preference for plot and bash events, as against pre-plotted routes. "Plot and bash" events produce one significant change—increased navigation errors frequently take cars off the intended route. This creates tremendous annoyance to householders off the intended route who have not been visited to obtain approval. Furthermore the loss of time incurred by increased travelling in the wrong directions can only serve to increase the pressure on the crews to travel faster. Hardly a recipe for successful rallying! Any other argument for plot and bash such as reducing spectator or service involvement is banal as both these can be achieved easily by other means.

My third point is the most serious. The volume and scope in road rallying will have to be decreased in the next few years as areas become more populated either by legislation as proposed in the Green Paper or hopefully by more meaningful legislation. Yet the RAC have proposed nothing to replace this tremendous loss to rallying. Roger Clark suggested in *Motor* last week that a reduction in road rallying should be "traded" for agreements for closed road rallying. This is a policy that the RAC should be pursuing with every last penny in its profitable coffers. Virtually every continental country enjoys this type of rallying, it could accommodate all our needs and provide the basis for rallying to emerge as the responsible and substantial sport that it is striving to be.

I believe the fault lies in an inherent weakness within the RAC to set out forward policies which are designed to promote the sport. When any government fails in terms of producing suitable long-term policies then automatically it has to control by short-term legislation. As an illustration, if the RAC had successfully followed a policy of closed road rallying five years ago, then there would be fewer problems with conventional road

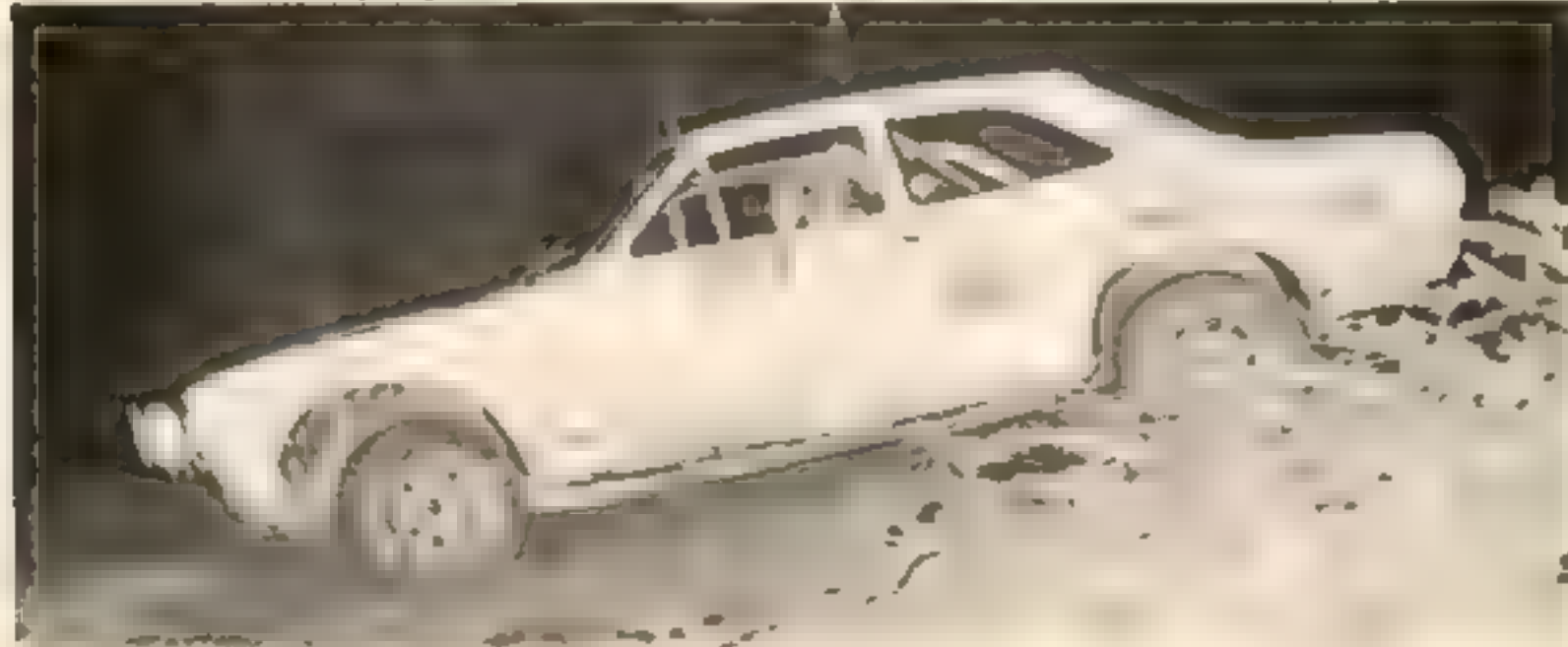
rallying today. This would mean that legislation of today's order would be unnecessary. Or if the RAC had followed a policy of promoting bigger and better clubs (as on the Continent) with associated licensing and grading of organisers, then we would not have the situation where thousands of small clubs organise mediocre and conflicting events necessitating the unwieldy system of event authorisation which the RAC operate today. The fact that we have far too many small clubs is one of the keys to the present situation. Most rally clubs are very weak in organisation, inability to press their needs on local authorities and in money to organise PR campaigns. Better organised and fewer clubs could provide the answer with responsible and competent organisation, power to talk authoritatively to the police and local bodies, ability to meet the needs of all the local motor sport enthusiasts, respect and comprehension when dealing with sponsors and industry, etc. In this situation far less legislation would be necessary.

Because the RAC have failed to produce sensible long term policies, they have been forced to adopt increasing legislation as their method of control. In pursuing this policy of control through legislation, the RAC has failed the sport. It has become the Mary Whitehouse of the motoring world, serving to curtail and cut not to promote and protect. How can they be truly objective though, in their present situation, working under a commercial organisation. How many High Court judges are paid employees of the Solicitors Law Stationery Society? Surely the Medical Society is not a subsidiary of Boots the Chemist? It is unbelievable that a supposedly independent body should be controlled by a commercial organisation, yet the RAC Motor Sport Division operates and makes annual profits as a subsidiary of the RAC. This preposterous situation alone though cannot explain all the inadequacies of our governing body. The lack of forward policy with regard to rallying must represent a failure of Belgrave Square to appreciate and understand the situation.

From even my limited knowledge of other forms of motor sport there are glaring examples of failure. The decline of autocross into mediocrity from success in five years is in no little way due to the lack of control over the number of events, resulting in a saturation and subsequent overkill situation. Rallycross will be the next victim unless the RAC guides the sport forward with licensed organisers and controlled development of clubs. In racing the RAC's indecision on Group 1 indicates yet another area where policy comes weak and late.

My objective in airing these views and criticisms is not to destroy but to appeal to the RAC to take action now to put their house in order. This period of inactivity during the fuel crisis gives the RAC a rare opportunity to take time out to evaluate its performance as the governing body of motor sport. I am certain that a new approach is necessary for the continuing growth and health of both a sport and an industry. I feel that as a minimum the RAC Motor Sport Division ought to produce over the next three months the following. First a Green Paper on their plans to produce by the end of 1975 a completely independent governing body. This paper to be the basis for discussion on this objective with the FIA, RAC, DoE and the various associations of motor clubs. This to include details of costs funding and objectives for the three areas of forward policy, administration and jurisdiction. Secondly, to produce for each major area of motor sport, outline policies for the development of that sector over the next five years. In areas of current conflict such as rallying, these plans to be to a detailed level.

Road rallies—the last five years?





Announcing the

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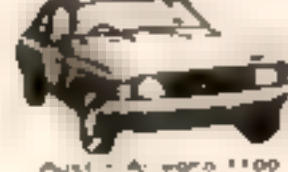
Vauxhall 1300 De Luxe



Triumph T1600



Ford Escort 1300



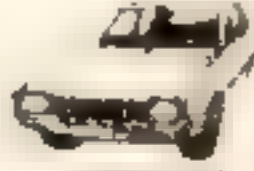
Austin Allegro 1100



Hillman Hunter De Luxe



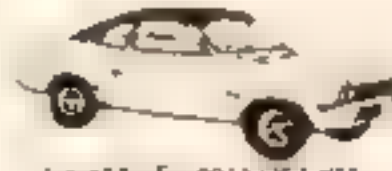
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STA POWER fuel and oil conditioners have a completely new approach to cleaning out the harmful carbon deposits, the tar, sludges and lacquers present in all petrol and diesel engines. They neutralise the acids which eat into the metal parts with the consequent loss of performance and noisy running and with regular use make sure the deposits never form again.



2 How the competition works

To take part in this exciting competition we ask you to examine and copy the two cans illustrated on the competition form below carefully at 30 and 60 days and count up the number of differences you can see between them. Enter the number on the enclosed entry form. In the event of a number of people arriving at the correct answer, a computer breaker has been devised. Help us come up with a new and exciting name for STA POWER for advertising purposes. Entry of a suggested name on the enclosed Entry Form (or your suggested name on your Entry Form) will be accepted.

COMPETITION RULES

- 1 Entrants can win only one prize and no cash can be substituted for prizes won.
- 2 The competition closes at midnight on January 31st 1974. Entries received after this date will be treated void. Entries will be judged as soon as possible after the closing date and winners will be notified by post.
- 3 A list of prizewinners will be published in the "Competitors Journal" on 21st March 1974.
- 4 The Judges' decision is final and binding and no correspondence will be entered into.
- 5 The competition is open to all U.K. residents except employees, agents, publicity advisers and their respective families of Sta Power (U.K.) Ltd.
- 6 Proof of posting is not proof of receipt. No responsibility is accepted for loss, damage or delay to entries. Entries will be disqualified. Only entries on this form will be accepted.
- 7 Prizes will be awarded to those entrants who correctly state the differences between Can 1 and Can 2 and who, in helping the Judges, come up with the most original, new name for STA POWER for advertising purposes.
- 8 All Entry Forms to be posted to: Magnificent 10 Competition, Sta Power (U.K.) Ltd, Moneyrow Green, Holyport, Maidenhead, Berkshire.
- 9 Participation in the competition is automatic acceptance of the rules and regulations.

Protect your engine for 95p.

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Send this Entry Form plus 95p to:-
Magnificent 10 Competition, Sta-Power (U.K.) Ltd
Moneyrow Green, Holyport, Maidenhead, Berkshire

THIS IS YOUR STA-POWER 'MAGNIFICENT 10' COMPETITION ENTRY FORM



CAN 1



CAN 2

I have studied the pictures of Can 1 and Can 2 very carefully and find that there are _____ differences between the two cans.

I suggest an appropriate alternative name for advertising purposes for STA POWER should be _____

Name _____

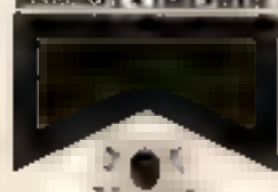
Address _____

Tracey line No _____

All entries must be received by midnight 31st January 1974

95p KILLERS PLEASE AND DON'T FORGET THE 95p!

FINLAND 1974



Marlboro Arctic Rally

One rally that is definitely "on" — and is going to be the most popular rally of the early part of the year (if not the only rally) is the Marlboro Arctic Rally, or Tunturiralli as it is better known. This event, generously sponsored by Marlboro for the first time has already attracted big interest in this country — so much, in fact, that special trips will be laid on for spectators as well as a subsidised passage for any British entries. Ample accommodation has already been reserved in Rovaniemi, Finland's northernmost city and international centre, just 8km below the Arctic Circle.

Many British drivers are negotiating entries and the Arctic Rally may even see the debut of



Stage finish — Finnish-style. An Opel Kadett completes SS3 on last year's Arctic Rally

Big British entry expected for Arctic Rally

the new Kleber Wheelbase winner, Jimmy Rae, with the ex-Mikkola scholarship car. Man to contact is: Mike Broad, 125 Halesowen Road, Cradley Heath, Worcestershire. Telephone 0384

68904.

Last year's Tunturiralli was won by Timo Makinen who, straight from Monte Carlo with the British Ford he used there, led from the start to beat

Markku Alen (Volvo 142) by six minutes. This year Ford are sending two cars for Timo Makinen and Hannu Mikkola — Mikkola to be co-driven by John Davenport.

A paradise on studs — driver's view, consistent surface and soft banks.

Scott Harvey and Wayne Zitkus are SCCA Pro-Series champions

Scott Harvey and Wayne Zitkus have won the Sports Car Club of America's 1973 Pro Rally Series after winning the Rallye du Noir Driving a Dodge (Mitsubishi) Colt. Harvey and Zitkus, from Rochester, Michigan, and Toledo, Ohio, respectively, won by 84 points on the Rallye du Noir from Bob Hourihan and Doug Shepard driving a Datsun 510. On this final event of the '73 series, Gene Henderson and Ken Pogue (Jeep Wagoneer) held a five point lead in the series and challenged for the lead with the Colt crew until the Jeep's suspension failed with only one third of the rally to complete.

The Rallye du Noir began in Huntsville with three 100 mile ~~stages~~ run primarily in the William B. Bankshead National Forest in northwest Alabama and the Wheeler Wildlife Management Area west of Huntsville. Eighteen of the nineteen special stages were run in the forests. The route was smoother than for the previous six pro series rounds and only five cars failed to make the finish.

Results: 1. Scott Harvey/Wayne Zitkus (Dodge Colt 5104, pro series) 2. B. H. Hourihan/Doug Shepard (Datsun 510) 3. John Smither/Cole Smith (Datsun 240Z 3700) 4. Steve Farnham/Ed Jenkins (Volvo 142) 5. TD 6. John Chamberlain/Peter (Datsun 510) 8073

No rallies ban for N. Ireland

At a specially convened meeting of the Association of Northern Ireland Car Clubs a voluntary ban was placed on all motor sport until the situation is reassessed at a meeting planned for January 7. Other countries to have imposed a total ban on motor sport, as of December 10, are Belgium, France, Germany, Holland, Sweden, Norway, Portugal, and South Africa. Bans are very likely to operate soon in Denmark and Italy.

Changed plans for 1000 Lakes

News of the Rally of the 1000 Lakes looks good. Executive Manager, Mauri Lindell is proposing to limit the entry to 60 or 80 cars instead of having the route shortened in any way. It is planned that only the top Finnish drivers will be allowed to enter, so as a large number of places are open to rally-starved British and overseas competitors. With Finland's supply of petrol mainly coming from the Soviet Union motor sport there is unlikely to be greatly affected and Finnish drivers will have their usual selection of championship rallies to drive.



Scottish gets go-ahead despite crisis

The Royal Scottish Automobile Club has announced that plans for the 1974 International Scottish Rally, Scotland's biggest motor sporting event, are still being made though the regulations, normally available in January, will be delayed until definite indications of future fuel supplies have been given by the Government. These moves do not involve unnecessary use of petrol as the entire route for the event, which is due to take place in June next year, was planned

and reconnoitred before the current crisis took place.

The Competitions Committee of the RSAC is continuing to make detailed plans for the Rally in the event of an easing of the situation and a resumption of rallying. Any decision to postpone or abandon the 1974 event will not be taken until a later date when the petrol situation has stabilised. During the Suez crisis in 1957, when petrol was rationed, the International Scottish Rally was cancelled.

● Bill Parkinson, known to many for his expert piloting of Ford personnel on the East African Safari Rally, has won the East African Track and Touring Car Championship. Parkinson, driving a Ford Capri RS, clinched the title last weekend at a race meeting held in Nakuru.

● As from January 1st there will be strict petrol rationing introduced in Sweden with a limit of 80 litres per month for private motorists. The Swedish Rally has now been officially cancelled.

Special stage



Castrol SPECIAL STAGE CHAMPIONSHIP 1974 with AUTOSPORT

At a meeting convened by Castrol in the De Montfort Hotel in Kenilworth on Friday night, the organisers of all the various rounds of the Castrol Special Stage Rally Championship 1974 had a chance to meet one another and find out what the series was all about. Despite the rather bleak outlook for British rallying in the immediate future, it was felt necessary to hold this meeting so that ideas could be exchanged and the viewpoints of the major sponsors propounded so that there should be no possibility of misunderstandings later in the year. One big problem with a championship of this type is that the individual stage events have their own sponsors and thus the publicity has to be co-ordinated.

To explain what Castrol were doing, the green and red men were out in force with Roger Willis, John Atkins and Eric Silbermann on hand to answer questions. The master of ceremonies was John Foden who painstakingly went through the regulations for the championship and explored those areas where there might be difficulty in integrating them with the present regulations of the separate events. The point which caused

Castrol, Autosport and motor clubs meet to discuss rally championship

most discussion was the Group 1 category and the scrutineering for it. There are few restricted events—or indeed national ones—that maintain a parc fermé at the finish and in the case of the Tour of Epynt, such a thing is really impossible. However, it was made clear by Castrol that independent Group 1 scrutineers were being made available and that immediately the series started, they would start to strip and examine winning cars after the finish, sealing engines, gearboxes and axles if need be, and giving all the Group 1 runners a close scrutiny even before the event got under way.

The turn-out for the meeting was very good with eight of the 12 clubs being represented. These were: the Lincolnshire AC and Louth MC, the Cheltenham MC, Welsh Border Car Club, Manx Auto Sport, York Motor Club, Tavern Motor Club, Wolverhampton and South Staffs CC, and the Port Talbot Motor Club. Those not present owing to various problems such as broken halfshafts, snow-drifted roads and infrequent aeroplanes, were the De Lacey MC of Pontefract, South Wales AC, Donegal MC and the Lancashire Motor Club. In addition to the gentlemen from Castrol, John Davenport was on hand representing Autosport and telling the clubs what the magazine was going to do for them in the way of publicity and such things as printing control boards, etc.

The meeting finished quite late with a fervent hope from all present that the championship would not be too late getting started thanks to the energy



Tarmac special stages as well as forest—will feature in the series.

Aberdeen and DMC 1000 Puddles Rally



Clerk of the course, Ken McEwen, flags off the first batch of competitors. The 1000 Puddles replaced the Williamson Rally which was fuelled-off. The rally started from Aberdeen Beach where—just 50 miles away—rigs are drilling furiously for oil. The 15-mile event, with 11 controls, was won by Alan Rae driving a mini-tricycle.

World Championship points table

	Monte	Swedish	TAP	Salon	Moroccan	Acropolis	1000 Lakes	Austrian Alpine	San Remo	Press On Regardless	RAC	Tour de Corse	TOTAL	BEST 5 GNT RESULTS	CHAMPIONSHIP TOTALS
Renault Alpine	20	12	20	—	20	20	—	20	20	—	(8)	20	100	152	
Fiat	4	8	10	(3)	8	15	(3)	8	15	—	20	10	83	88	
Ford	10	—	2	—	—	4	20	—	—	—	—	—	74	74	
Saab	—	20	—	—	—	—	10	16	—	—	—	—	45	45	
Vaux	—	—	—	—	—	—	15	—	—	15	10	—	44	44	
Citroën	—	—	12	—	15	8	—	—	—	—	—	—	33	33	
Datsun	2	—	—	20	—	—	—	—	—	10	—	—	32	32	
Porche	—	—	8	—	—	—	12	8	—	—	—	3	29	29	
Toyota	—	—	—	—	—	2	—	4	—	20	—	—	28	28	
Opel	—	1	—	—	—	—	8	—	2	—	—	4	25	25	
BMW	—	4	—	—	—	—	—	12	—	—	—	—	20	20	
Porski Fiat	—	—	—	—	—	—	12	—	—	—	—	—	18	18	
Lancia	3	10	—	—	—	—	—	—	4	—	—	—	17	17	
Volkswagen	—	6	—	—	—	8	—	2	—	—	—	—	16	16	
Wartburg	—	—	—	—	—	15	—	—	—	—	—	—	15	15	
Peugeot	—	—	—	12	1	—	—	—	—	—	—	—	13	13	
Mini	—	—	—	4	—	—	—	—	—	—	—	—	4	4	
Skoda	—	3	—	—	—	—	—	—	—	—	—	—	3	3	
Audi	—	—	—	—	—	1	—	—	—	—	—	—	2	2	
Alfa	—	—	—	—	—	—	—	—	—	—	—	—	2	2	

Commonwealth Shell Rally off

Following the announcements in the Norwegian and Swedish press that those countries would be having petrol rationing in the New Year, it looks as if the future is dark indeed for the first round of the 1974 World Rally Championship for Makes, the Swedish Rally. Due to be held on February 14/16, this classic winter event is almost certain to be cancelled unless there is a very drastic change in the oil supply situation.

The news from Down-Under is no less cheering as the Shell Rally, due to be held in conjunction with the Commonwealth Games has had to be cancelled. This was due to run over both

of New Zealand's islands and provide a motoring opener for the Games themselves. Amongst those scheduled to go down from Europe and compete were Roger Clark and Adrian Boyd who were going to drive Ford

Prospects closer to home are a little brighter with the STP Circuit of Galway saying that they have every reason to believe that their event will be held on February 8/10. At the same time, there looks like no stopping for the Arctic Rally due to be held in northern Finland the previous weekend and already many British drivers are trying to find ways of going to drive in it.

Chris Sclater and Jimmy Rae—The chosen ones

The first two Kleber/Wheelbase Rally
Scholarship winners interviewed by Ian Sadler



1972 Kleber winner: Chris Sclater

You won the first Kleber/Wheelbase award last year. What help was it to your career? The most important thing it meant was that I could carry on rallying. At this time last year I had virtually finished my association with Cal Withers and I had only had a one-off drive with Clarke and Simpson. I was trying to get a big sponsor but I didn't see much hope of progressing along the lines I wanted—which was in a big way. Without the Kleber/Wheelbase Scholarship I would probably have had to stop for a bit to find quite a lot of money. It meant that I could carry on rallying straight away and in the events I wanted to do, the major Internationals.

Did you choose the rallies you wanted to do? No, they wanted the Monte and the RAC, and the other two were my choice really. Henry Liddon wanted me to do the Sherry because he was involved with it and he thought it a worthwhile event for a British driver to go and do. He proved to be right for I earned quite a lot of money out of it. Although the Monte worked out very well it could have been a disaster because, as you realise, the tyre situation is the crucial thing. Kleber were given a little too short notice to get the whole situation worked out. We were working with different nationalities of tyre crews and I think that without John Davenport's experience it would have been less successful. A lot of people helped on that rally and it worked out as probably one of my most satisfying results.

What other rallies did you enjoy this year after the Monte?

The one that immediately comes to mind is the Acropolis which is an incredible event. It's tougher than the Monte. It is very, very hot—driving in temperatures of 80 to 100 degrees and it is as long as the Monte (the competitive part that is). The roads are rough the pressure is always on. There are a lot of

special stages and recceing is important. If you do a good recce it pays off. We finished seventh winning the class, after a lot of trouble, which included losing a wheel. Although I have finished higher this year, considering the opposition and the conditions I think that it was my best result.

Did you manage to do very much recceing? We only did about six days. Recceing is a very expensive part of rallying and on a fairly limited budget it would have been too expensive for me to have spent any longer down there. I had to get the car and a mechanic down to Greece. Fords were good enough to service. I supplied a mechanic and they put him in a service car with one of theirs and we shared the service with Will Sparrow. To get one mechanic and a car from London down to Athens was a surprisingly expensive operation. If you start to think what happens if the car breaks down or is damaged and you have to get it back on a trailer and so on, then it is horrifying. Luckily we didn't have that problem but even so the Acropolis cost me with all the help, £1,000 plus.

... and a lot of risk?

Yes, all for £200 and a gold medal. I think one of the faults of other British drivers, not all of them of course, is that they are not prepared to risk some of their own money on rallies abroad. I've been lucky this year but I have in previous years lost my own money. I'm sure that you have to gamble a bit to get the results that will then get you further on in retrospect, to what would you principally attribute your rapid rise as a name in rallying? Has it been rapid? I think I've been the up-and-coming "lad" of rallying since 1968, when I did my first International.

That was the Gulf London?

Yes, I was ninth and first British private driver in a virtually standard Lotus Cortina. I think probably the following year or eighteen

months was really the quickest part of the rise to my present position. The past two or three years have been very difficult. It has gone very slowly uphill, probably because to do what I want to do I have needed a lot of money. If you think of a works Escort and all the backing behind it—it must cost a tremendous amount of money, and you just can't compete against that as a private driver unless you have good luck and the money to go with it. I think this is the reason why it has gone slowly. The more events you do the quicker you get places—Roger Clark has shown that over the past three years, but if you can't afford to do more events it is a bit more difficult.

That almost ties-in with another question—I wanted to ask you how you started off and what you think now of your first events?

My first rally was in October 1968 and it was a night navigation event in Sussex—I think I finished 24th. It was tremendous fun in those days, much more fun than it is now. It is all rather commercial and important now with a great deal at stake. I don't really remember the transition to stage rallying though I do remember, when I did my first stage event, thinking it was incredible. That was it for me and there was definitely no turning back. It

Chris Sclater with Martin Holmes on this year's RAC Rally with the works Datsun 240Z. Brake troubles caused them to retire



was one of the most exciting things I had ever done and when I found I was actually good at it—it was even better. I was lucky to be in the right place at the right time for a car for the Gulf. A friend couldn't take up his entry because of exams and he said I might as well use his car and if it was all right, buy it afterwards! That was an incredible bit of luck and we had a very lucky event. From virtually not considering myself as having a future in the sport, suddenly I realised that I could perhaps make something out of it. I didn't for one moment think that I would get as far as I have now but during the following year I realised that it was possible. I did all the silly things like 'phoning Stuart Turner for an interview—which paid off, as it happens because he helped me a lot.

You were never known as a road driver, has there been any reason for that?

No, I have never done any road rallies seriously. I think the Gulf was my fourteenth rally and half of the previous rallies were stage events. I did the Express and Star twice and the Seven Dates which was half and half. It was tremendous fun but to me there was nothing better than driving on a closed road. I feel there is much more driving skill required for stage driving quite honestly, I admire the blokes who drive quickly in the lanes and I think I would find it difficult to go back and be as competitive. I don't like the idea of driving very fast on the open road for a start—sooner or later there is going to be a problem and I'd rather not be involved in it.

"I've either got to go forward fairly rapidly or I will have to stop rallying because I have committed myself to a career in motoring and if I don't earn money from it, it then becomes an expensive hobby."

Talking about the Gulf earlier—which was a very long rally by British standards—do you feel that endurance is an essential part of rallying, or do you prefer overnight baltos? Well, I don't mind actually. As a semi-professional driver I treat each event separately and I think that's the only way. I enjoy events which are not tiring because obviously you are driving better and you are probably faster as well. On the other hand that long distance rally is the event where you should have advantage over other people if you have a good car and you are capable of pacing yourself; getting the co-driver to drive as much as possible and so on. I don't have any particular preference. The Safari is an event I would like to do. I don't think I would really enjoy it because it is a bit long as a world championship event, but on the other hand a marathon event which is four or five times as long poses an exciting challenge—and a large prize fund.

Do you feel you justified your Kleber/Wheel-

base award and do you think there are any ways in which the prize could be improved? Well I hope I have justified it, I think it is probably up to Kleber—whether they think I have justified it. I have had a lucky year mechanically. The events that I tackled with the Kleber car I finished and without too many problems. Probably one of the next winners will have better results, I hope so. Personally I feel very, very satisfied with my whole year. I think it is undoubtedly the best I have ever had. I've driven more makes of car and I have probably earned more money this year as well, than ever before. Winning an International abroad is quite a landmark in one's career.

I think the scholarship could be improved. Kleber sought my advice during the year on how it could be altered for next year. They have doubled the grant in cash and they have put the car on loan which could work out better, or worse, it depends on what sort of condition the car is in at the end of the year. I think Ford have been quite generous to actually loan a car. It will be going through a whole season of rallying. I think their part has been very important in the scholarship. Kleber perhaps could help a bit more, and maybe they will anyway, in allowing other sponsorship on the car. A newspaper, for instance, would not conflict with their interests. In fact it would probably help. Even £4,000 for a year of international rallying is not really enough. The winner has got to earn himself the money to pay the rent and live with, outside that £4,000. If he is away for half the year doing rallies then obviously he is not able to earn in the normal way. This is the sort of problem that faces the winner. He can't look after the car without help. He will have to employ a mechanic. I managed to afford it earlier on this year by opening a garage and when we weren't preparing the rally car, customer work paid the rent and mechanics wages.

Can you say anything about your next year's plans—what you would like to do and what you think you will be able to do?

I would like to do the world championship because I think I'm at the stage now where I've either got to go forward fairly rapidly or I will have to stop rallying because I have committed myself to a career in motoring and if I don't earn money from it, it then becomes an expensive hobby. The only way to go forward would be to drive other people's cars with a view to being paid as well. Works drives are obviously difficult to get but there is starting money and there is sponsorship. I think it is always best to try and find a complete championship to aim for rather than do scattered events. Of course the situation is very gloomy at the moment with various countries stopping rallies because of the petrol situation. The problems of breaking into that class of rallying professionally are very big because there is almost a closed shop with drivers flying from one team to another and not signing a contract for a year. It means that one driver may be driving three different makes and rather cutting out newcomers who are trying to break into the fully professional side of the business. If, for instance, Ford could sign Timo Makinen exclusively for a year then it would leave a Peugeot drive free on, say, the Moroccan Rally.

Everybody needs help, I look to people like Tony Fall and Brian Culcheth to help because they are the ones who can make the introductions to the team managers—to the right people. I don't see that we are going to be taking their bread and butter away so they should not be reluctant to introduce us. They should be rather happy to do it because they are not going to go on for ever and they must encourage other British drivers to take their places when they decide to call it a day. I feel there are a lot of good drivers who need just a little bit of help to break through and it seems a pity that other drivers are so reluctant to help them. As for next year, I have not in fact got anything fixed—I'm trying hard to find the right drives, but because of my decision to go forward and not backwards—I'm not prepared to run my own car again unless it is with a very big sponsor.

Last year's winner Chris Scholter with Jimmy Roe at the Kleber/Wheelbase presentation



Finally, how do you see the future of motor sport in this country?

I think the future could be brighter than it is. I think one of the basic problems is our governing body. Motor sport throughout all the different branches is getting so commercial, it is so professional, I feel that we should be looked after by a professional body and I don't feel that the RAC competitions department is quite set-up to do the job that we now need it to do.

On the other hand it is very encouraging that people like Kleber are helping British drivers to succeed, and Ford are providing more opportunities for talented drivers to emerge. Britain can produce the best drivers and the best events and surely with the right guidance from inside and outside the sport the future could be very bright.



New Kleber winner: Jimmy Rae

Jimmy Rae the new Scholarship winner

You have just won the Kleber/Wheelbase Rally Scholarship of 1973. Before the award what chance did you think you had of coming first?

Absolutely none. I didn't think I'd even be in the award scheme. When we got the invitations I thought it was the usual line to rent-a-crowd, Perth, to make up numbers. No, honestly I had no idea at all. Kleber said, in fact, about a month before the event that I was one of the final four people and I would definitely have to be present. Well, I thought there are three awards and four people—I must be the one out.

Next year you will have one of the most competitive Escorts in the country—have you or the panel decided on events?

No, not yet. The panel apparently sit during the first week in January to decide and neither I nor Kleber know what events they envisage trying to enter. I put down on paper at Kleber recently a list of events I would like to do to see if it coincides in any way with what the panel decides. Basically what I said is if rallying returns to the fore, I would like to tackle the RAC championship in this country, if Kleber are interested in doing events here as well as rallies abroad. I'd also like to do the TAP and perhaps the 1000 Lakes and anything else abroad that they suggest. I think they mentioned trying to get a car for the Arden Tour of Britain, which I would really like to do. I didn't think much of it last year before the event but after seeing the Tour film I think it could probably be really enjoyable.

You have been awarded twice as much money as the first Kleber/Wheelbase winner received.



Chris Selater charges the Scholarship RS1600 over a stage of the Acropolis.

Do you think the £4,000 grant will be enough for the year?

It is difficult to say. One of the biggest problems obviously is cost in any rally set-up. I'm lucky with Frews of Perth. I have my own mechanics who, if there is no money to pay them, will work volunteer labour. Again, I don't know the extent of Boreham's interest in the car—just how much rebuilding they will do labour-wise, whether that will be charged to me or not. It also depends on how many events I'll be doing. An RAC championship of events could easily take up the entire £4,000 but I will be looking for support from outside sources, obviously only if they meet with Kleber approval.

Will you be trying to tie-up sponsorship for individual events, yourself as a driver, or the whole season?

I think I like the idea of a whole season tie-

up obviously. It might not work that way. I will just have to wait and see how it goes. I think my job next year will be to give Kleber/Wheelbase a good return for their money instead of going around trying to rake up every last bit of sponsorship. I think if somebody came up to me and suggested, say, that on the Scottish they would like to put their name on the side of the car and Kleber agreed then it would be done. I don't think I will go chasing after money.

What was the state of affairs when Frews sold off the car after the last Scottish?

In fact, I sold the car—not Frews. They left the entire business to me. After a roll on the Granite City, a very quick rebuild and a new shell for the Scottish plus a rebuild and a new shell before selling the car—it all happened too quickly—too much together at one time. I knew that if we continued rallying to the end of the season we would face a balance in the red. The last thing I wanted was to finish the year spending a thousand more than the budget, which would probably have meant I would never have received another cent from Frews. I decided the best thing would be to sell off the rally car, clear off the account and sit back for six months to take a breather to reassess what I should be doing in rallying. I stayed away from rallying from the Hackle to the RAC. I played golf, relaxed and felt better for it. Now I'm longing to get back behind the wheel of a car on a special stage.

What would your plans have been if you hadn't won the award?

Well, Frews agreed that they wanted me to rally but the costs were so high—too high

"I think my job next year will be to give Kleber/Wheelbase a good return for their money instead of going around trying to rake-up every last bit of sponsorship."

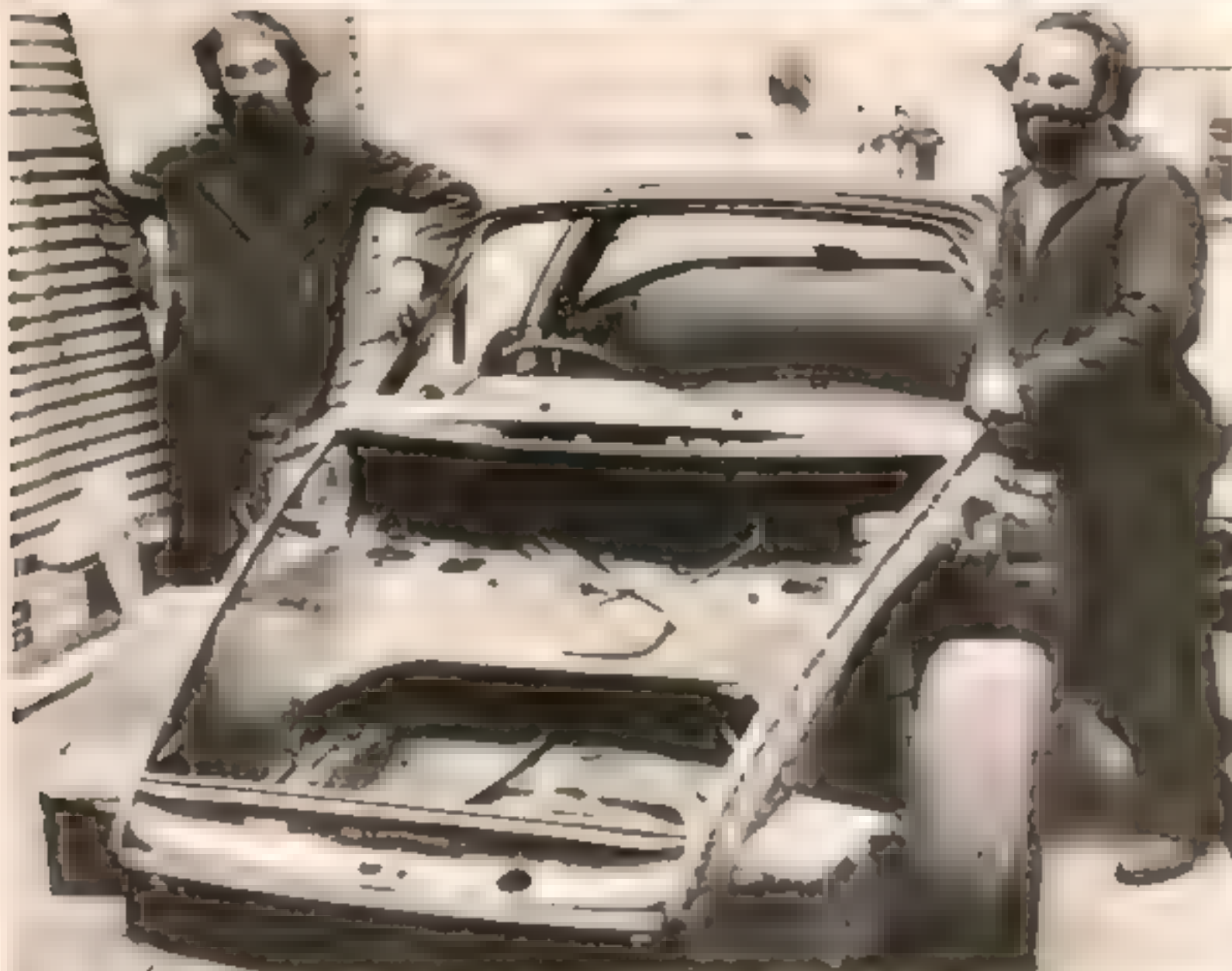
for Frew and Company as a dealership to stand on their own. They agreed virtually to put up, very generously I thought, fifty per cent of the money required providing I could find either the money to buy the car or to run it—it works out about the same; so they would buy the car and leave me to get the other half—that is, I think, probably what would have happened. They have agreed to give me a new Granada estate car to use as my personal car and as a service car—a company publicity vehicle which is £2,400 worth of car, which when you think about it is another generous offer.

If rationing comes in and it lasts for any length of time, it would obviously affect your events. Would you look to do events farther away just to keep going?

Oh yes, that must be the idea of the panel. I'm sure that they will want me to do an event as soon as possible with the car, where ever it might be. If there is, say, only one event to do for the year then we'll do a big one and spend all the money in one go. I should think there will definitely be something soon, within the next three months, wherever it might be. Obviously the farther afield the more expensive it would be and the less events we can do for the same amount of money. In that case we have got to find enough sponsorship from outside to cover, say, if we go to Hong Kong. We must find a way of covering that so if rallying does reassert itself in Britain we can still go rallying here without having spent all the money.

Next year's tactics—are you going to cover events to finish and have the car seen everywhere, or are you deliberately going to choose events to win?

No, I think this coming year I am getting a chance to do rallies which I might otherwise not have done. For instance I wouldn't go to the TAP with the idea that I could win it, but that I could do well with a competitive car and good back-up. I wouldn't pick events primarily to win but make no mistake about it I'm not going out just to finish a rally. With that car I'll be going out to do as well as possible. Under the circumstances I'm very conscious of the two shunts I've had and I might have to change my driving technique—in fact I will definitely have to change it in so much as I'll have to be a bit neater and more precise; but there is no point in having a car like that and not going as quickly as you can.



Steve Carr (left) and Josh Sadler pose with one of their charges: a rusted Targa.

Autofarm aims at improving your Porsche

The idea of calling your favourite German sports car a "rotbox" is pretty abhorrent to anyone but while reeling from the thought take comfort in the fact that the people who describe them in such delamatory terms are the first who can do something about the rotting nature of Porsches. Autofarm are actually dedicated to the cause of improving Porsches, whether in the bodywork department, appearance or performance. Not only can they spruce up a car, but they can also modernise it by adding some of their own fibreglass body parts or changing the pre-1969 non-quartz halogen headlight set up, thus changing a tame 912 into a tame Carrera perhaps.

As with so many businesses of this nature Autofarm was stumbled upon by accident. Josh Sadler and Steve Carr worked together at Hepolite Gacter in different departments, both retaining an interest for things sporting. Josh had built and raced a pair of U2 Mk 11Bs (the first two) for himself and Hesketh designer, Harvey Postlethwaite, and Steve had done a certain amount of local rallying in an Imp. The Porsche side of things developed when Steve bought a written off 911 and couldn't get any parts to rebuild it. The only solution was to go over to Germany and pick up the bits there, either new or secondhand, and it was on this preliminary trip that it was discovered that there were quite a few dealers in secondhand Porsche parts, especially as the new price was so expensive. What with not being able to get certain parts from the concessionaires here in Great Britain, and being able to get quite a healthy supply of secondhand and some new parts in Germany, it seemed a good

basis on which to start a business with bits coming from the cars themselves, of course for getting rather rusty in the first place.

Once it was decided to go into business the idea was to operate from a farm, hence the name Autofarm, but in the end they had

settled for workshops behind a disused garage in Iwer, Buckinghamshire, easily distinguishable by the large number of Porsches standing outside. Here Autofarm have settled and are currently getting themselves organised to process the 3,000 Porsches in this country which reveals that 911s are surprisingly prone to rust, and as some of their drivers are prone

to having large accidents, the rebuild business is fairly active. There's almost nothing that Autofarm won't do, although with a staff consisting of Josh, Steve, and Steve's wife Pauline, they don't do everything themselves. They do all the assembling, and general mechanical work, but bodywork is done by another concern with whom they share the workshop, and the engine building is done by a mysterious gentleman who really does live in a farm but has done the most phenomenal amount of development on the Porsche engine, and has been rumoured to have squeezed over 300 bhp from the Carrera engine. However, he has enough work of his own and doesn't like publicity, so all his work comes through word of mouth or Autofarm.

Autofarm do a run to Germany about once every six weeks to collect bodywork parts secondhand from various agents and breakers there. Sometimes parts are for cars that Autofarm are currently working on, or to be held in stock, although even some Porsche agents are interested in taking bodywork parts from them when they can't get what they want through their normal channels.



to give some idea of what this entails, a new wing for a 911 would normally cost £70 new from Porsche in Great Britain. If you wanted a secondhand wing from Autofarm, it would cost you approximately half that amount. Autofarm don't stop at Porsche body

The front spoiler made by Autofarm of fibreglass, fitted to the front of a customer's 911.



Tune in

work in their spare parts business, one can buy sets of wheels (they sell around 20 individual wheels a month), change a 2-litre engine for a 2.2 or sell you a pair of good Recaro seats instead of the current ones.

Autofarm also do their own bodywork. The idea really came from the new spoilers on front and rear of the Carreras, this helping the straight line stability and the updating of that idea offered by the firm. Originally they procured some German fibreglass models, but they found that the quality was so poor, and that fitting was so difficult, that it was better to make their own. Now they sell some to Germany. The front spoilers come ready bracketed by Mrs Carr for £45 to fit either the 911a or 912 models, and the rear ones too come bracketed. They've sold around 50 front spoilers, and reckon that their own model could do well on '74 Porsches.

The aerodynamic side of spoilers is really very interesting, and Josh told me that only the top 3 inches or so of the Carrera spoiler does any good at all, hence the long tailed Carreras. However, Josh intends to do his own development on a racing Porsche in which he hopes to do the occasional motorsport race, the car coming from Germany in a fairly tatty state and hopefully being tidied over the winter. Josh has kept in touch with Harvey Postlethwaite and they hope to do some wind tunnel work together in the winter months, either for use on road cars or the racer.

When all the various bits are put together they can transform a car from the rotbox already mentioned into a viable proposition either for use by oneself or to sell. A fairly early 911 in this country can cost around £1,000: then Autofarm could Carrera-ise it with spoilers and the right lights and a new paint scheme which would put on another £300 to £500. It may of course need more than that, in which case it could take around three weeks to do the rust/renovation work. Parts of a Porsche most prone to rust are the sills and rear wings, and as the latter are integral, they have to be welded which can take some time. Another part that often goes is the exhaust/heat exchanger system which Autofarm regard as a real problem because it is so expensive to replace. There are very few secondhand items available, and



Autofarm's front and rear spoilers in fibreglass with two secondhand wheels in which they do a good trade.

at some stage they feel that they shall have to begin to make up their own systems.

To give some idea of what Autofarm will tackle, perhaps a quick perusal of what was going on at the time of my visit would give an interesting insight. As well as the racing 911 there were two 911s and a Targa, all in fairly dilapidated state, and one sporting different coloured front and rear chassis! One of the 911s had been in a large accident and was to be reshelled, and a customer had supplied the Targa to be generally fitted out after considerable chassis work. Autofarm have considered importing secondhand cars from Germany whole, but this is not really viable as most of the Porsche models produced are in right hand drive form. However

Targas and 914s are only in left hand drive form, although Crayford recently produced an rhd version of the 914 and exhibited it.

To limit oneself to one make, and to become as knowledgeable of that one make as Josh and Steve naturally makes one have tremendous confidence in their work of keeping Porsches on the road, and when they're tackling jobs as thorough as the complete rebuilding of a Porsche, that confidence increases considerably. Autofarm say that they can do anything on Porsches, providing it is not a 358. They service, replace parts, exchange engines, set up the handling, you name it they'll do it. Knock on the door and you'll be dealing with the people who'll be doing your work!

New rally seat from Cosmic

A new concept in seat design, the Cosmic Suparide rally seat is added to Cosmic's range of products. The frame is made from tubular steel and is specially strengthened at all stress points for exceptional safety, particularly for competition use, and has been tested to in excess of 1,000 lb static load.

The seat frame is trimmed with High Specification polyetherfoam mouldings which, of course, retain their shape and contour, even after prolonged use. Special attention has been given to providing the lumbar support often missing on this type of seat.

The finish cover is in oil black expanded vinyl, coupled with rib pile brushed nylon on the contact areas of seat and back for exceptional comfort and hard wearing properties, this is further specially treated to make the fabric stain resistant to keep that "as new" look longer.

The backrest is specially reinforced to take a "Plug in" type head restraint which is finished in matching brush nylon and expanded vinyl. The head-restraint is available as an optional extra and is not fitted as standard, although it was conceived as a complete unit for the design brief.

The seat was designed with the current and, insofar as is possible, future safety thinking in mind and complies with relevant European and USA requirements. A Universal subframe and fitting kit, complete with seat runners is available and fits most popular cars.



Cosmic's Suparide rally seat.

● Polco Products Ltd have produced an interesting new catalogue showing all their various products and their new prices. Amongst these are such goodies as car directional aids, compasses, lambskin seat covers, tow ropes under £2.50, various instruments, mirrors, etc. Polco are at Brent Works, Catherine Wheel Road, Brentford, Middx.

Rear screen washer

kit from Trico

An electric rear-screen washer kit, for estate cars and short-tailed saloons prone to obscuring of the rear screen by mud from their own back wheels, is announced by Trico-Folberth.

Two years ago Trico, manufacturer of the wiper blades fitted to most of the world's cars and pioneer of windscreen washers, introduced the Rear-View Wiper—and proved that a big market existed for all-round clear vision. But mud on the rear screen, sucked up by turbulence behind a moving car, may set hard without being moistened by further spray from the road to help the wiper clear it.

Rear-Wash comes as a kit ready for DIY or professional installation. An electric pump is mounted close to the main windscreen-washer reservoir, and sufficient PVC tubing is provided to feed a jet near the rear wiper spindle. A non-return valve is fitted in the line, to give quick response.

Suitable for positive or negative earth systems, the Rear-Wash kit is designed for any car fitted with a rear wiper as original or accessory equipment. Recommended retail price is £5.41, plus VAT.

● Terry Hunter's seat factory at Mildenhall, Suffolk, was bought lock, stock and barrel last month by Billover Ltd. The range of Terry Hunter seats will continue to be made.

Roll-over bars for both race and rally

A company with the credible name of Safety Devices has introduced a range of eight roll-over bars for various different machines, and one of the most attractive things about the cages and bars is that should one be damaged in accident, you may exchange it free ex-works with an identical bar or credit its value against a different type, provided a photograph of the damaged car is produced.

Their eight different types of bar are made of either steel or alloy (for lightness), and include a basic hoop of steel tube made especially for four-door cars so as not to obstruct the rear doors. Type two is a hoop with two bracing struts to the rear wheel arches, but as it is made of only 38 mm seam welded steel tube, it does not comply with the FIA Appendix J regulations. There is a version of Type two made of aluminium high tensile alloy of similar strength to the steel version, but lighter for competition use. Type three is a front cage which can be used in conjunction with other bars to make a full cage, thus it runs from the floor by the front pedals to the top of the windscreen where there's a cross brace and then back to join the rear hoops. It is made of either 38 mm tubing or high tensile aluminium.

Type four is an FIA homologated rally bar with struts and hoop but no diagonal, and complies with Appendix J for use in inter-

national and national rallies run under that appendix regulation. It is made of 38 mm cold drawn seamless higher tensile steel tube and, when required, a copy of the RAC homologation certificate will be supplied with the bar at no extra charge. Type five is an FIA homologated racing bar for international and national racing made of the same material as type four but with a diagonal. Similarly, a copy of the RAC homologation certificate will be supplied. To be used in conjunction with types four and five is a front cage which is only mandatory for cars of over 1200 kilos. The bar is the same as the other front cage except that it is made of the same material as types four and five.

All the bars are argon welded and supplied with instructions to fit, mounting feet, strengthening plates, nuts and bolts. To fit types one, two, four and five it is usually necessary to first remove the car's front seats, after which the bar can be introduced at the correct angle then carefully moved into position for bolting to the body-shell. The only tools required are 9/16 in AF spanners and a 1/2 in drill. The company have made special efforts to make their bars fit cars close enough not to obstruct vision nor the driver and the various fittings in his car. All steel bars are finished in matt black epoxy, and alloy ones may also be finished in the same colour.



Texaco Rainmaster blades on trial on a Datsun Super Samurai at Silverstone.

Texaco market own blades

Texaco have gone into marketing their own brand windscreen wipers under the name of Rainmaster. This is the third addition to their "accessory" side apart from the air filter and oil that they also market. The list should be lengthened considerably by the time Texaco have finished.

Texaco Rainmaster wiper blades have been designed to minimise resistance to wind pressure, improve wiping efficiency and eliminate noise. They are supplied by CBS (Automotive and Industrial) Ltd. To improve the resistance to windlift, the width of the blade has been reduced, and greater space has been allowed between the bridges and the top of

the rubber element, allowing air to flow through.

● Lee Leston Products have recently opened their new shop at 141 George Street, London, W1. In common with other motor racing shops, the latest shop has a fine range of casual jackets for the enthusiast with sleeve length, shoulder length and breast length flashes in varying colours.

● Swift binoculars produce a model called the Tecnar 8 x 40, costing nearly £20 which they say is one of the best selling high quality general purpose binoculars in Britain. The model has fully-coated lenses and has a field of view of 341 ft at 1,000 yds.

Triplex look into windscreens

Triplex have recently been into the wind-screen business in a big way on the research side for they were neither satisfied with the protection offered to the occupants of cars with toughened glass nor laminated windscreens. Consequently, whilst acknowledging certain properties of both types of screen, they have developed a new screen called Ten Twenty.

The object in their developments was to cut down lacerations to the face of an occupant of a car involved in a crash. Their latest screen involves the use of three different types of glass, each lending its own property to initially prevent a head penetrating the screen; if that doesn't work, then the middle section of the glass cracks in a large crack offering a certain amount of flexibility. Meanwhile, the outer layer still retains the non-shattering-on-impact-with-a-stone qualities of a laminated screen.

One of the points of the windscreen is that it shouldn't allow the face to penetrate and subsequently "fall" down the cracked segments to lacerate the face. In substantial tests made in the USA, a combination of the following was found in Ten Twenty: 50 per cent reduction in the average depth of cuts in the PVC flesh of a dummy; a similar reduction in the average length of the cuts, and a 66 per cent reduction in the number of cuts.

Ten Twenty is already in use on a number of airliners and is also incorporated in Triplex's registration mark of XXX, although originally nothing more than the accounting number 1.

Steering wheels

Intertech, the steering wheel people, have introduced three new wheels to complement their international range. The Sportsman is a hand-stitched wheel of 13 in diameter and semi-dished at £8.95 with drilled spokes. The Challenger is a polyurethane steering wheel featuring detailed leather grain and stitching which comes complete with integral boss system. Available also in 13 in semi-dished form to suit most popular cars, the Challenger costs £5.50 complete.

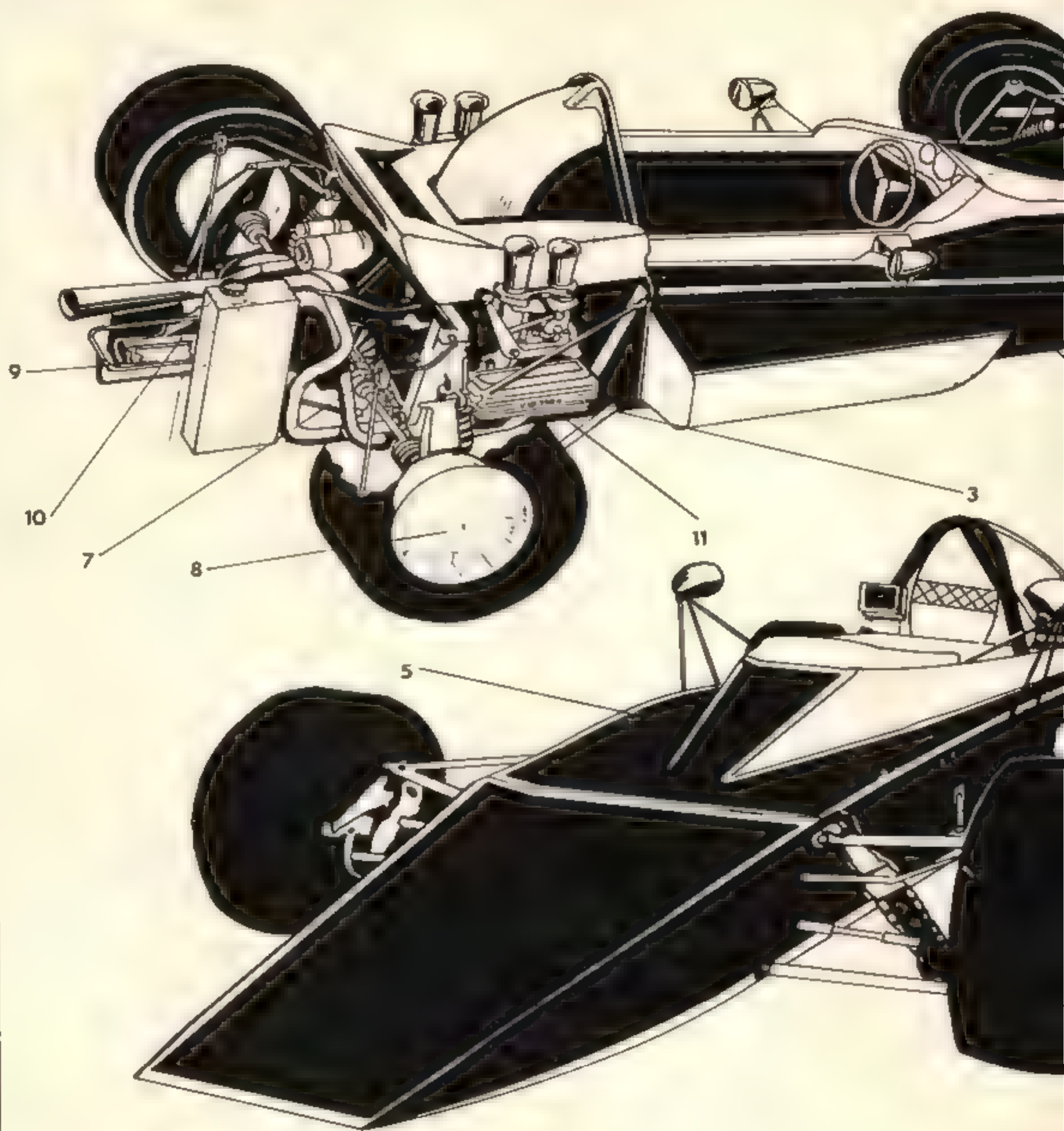
The Supertech is also of polyurethane construction, also featuring detailed leather grain and stitching which is suitable for all 8-hole pattern bosses. Recommended retail price for the Supertech is £5.50.

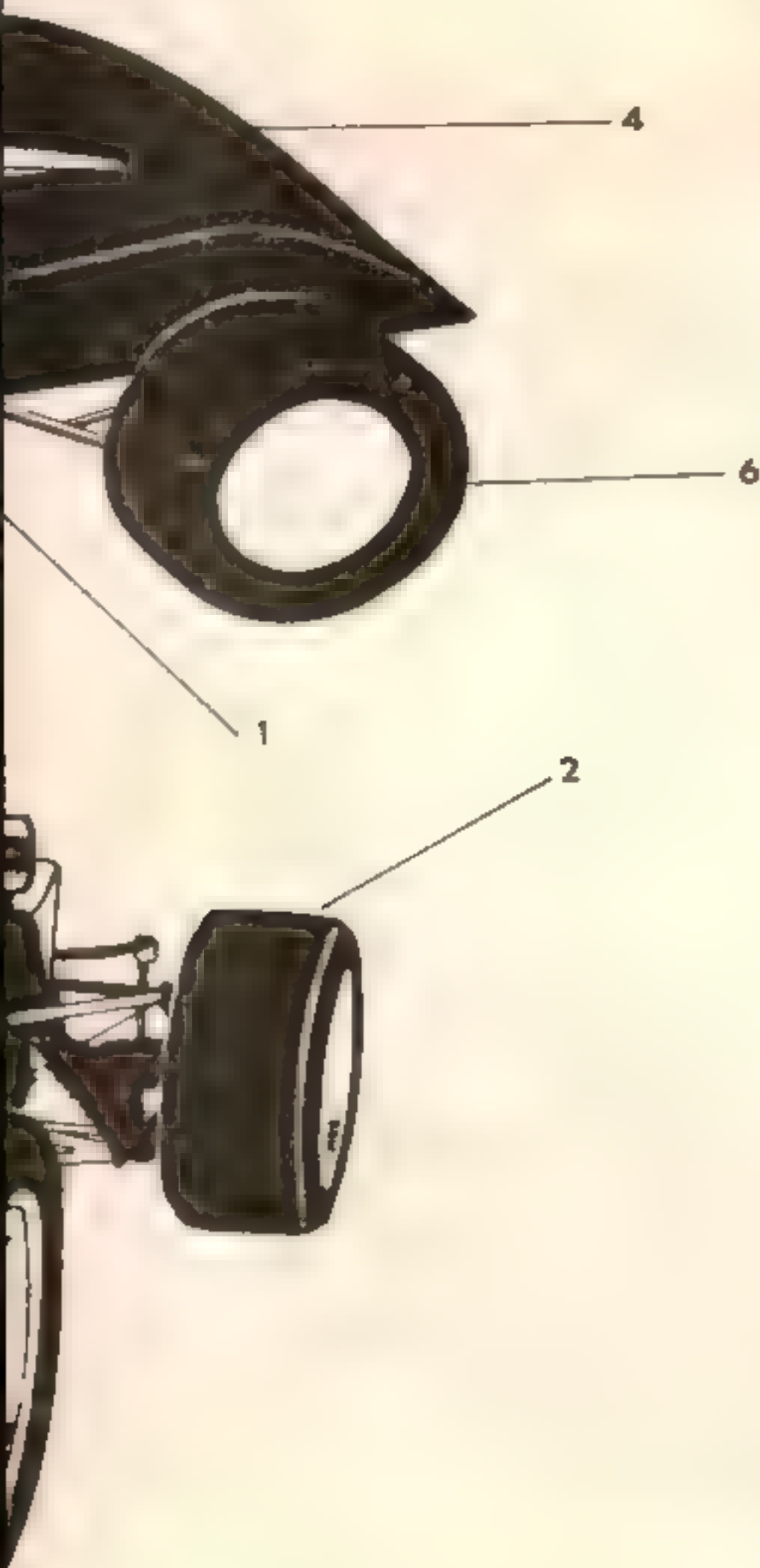
McLaren and soap

An odd couple to be found in chemist shops at the moment is a model of a Formula One car and a bar of soap in the same packaging. This is until one realises that the bar of soap is made by Yardley and the car is a model of a McLaren M19 made by Corgi in their Whizzwheels range.

This is Yardley's idea of a Christmas gift for boys of all ages, and alongside the McLaren is a big bath-sized tablet of finely milled Black Label soap with fern and citrus fragrance embossed with a racing car motif. Price of the combined packet is 99p.

● Following the Motor Show, Maranello Concessionaires Ltd, the sole UK importers of Ferraris to this country announced orders worth £650,000 resulting solely from the show. The new four-seater Dino at nearly £7,700 accounted for nearly half the figure, and Maranello hope to sell more than 500 of the model in 1974.





11



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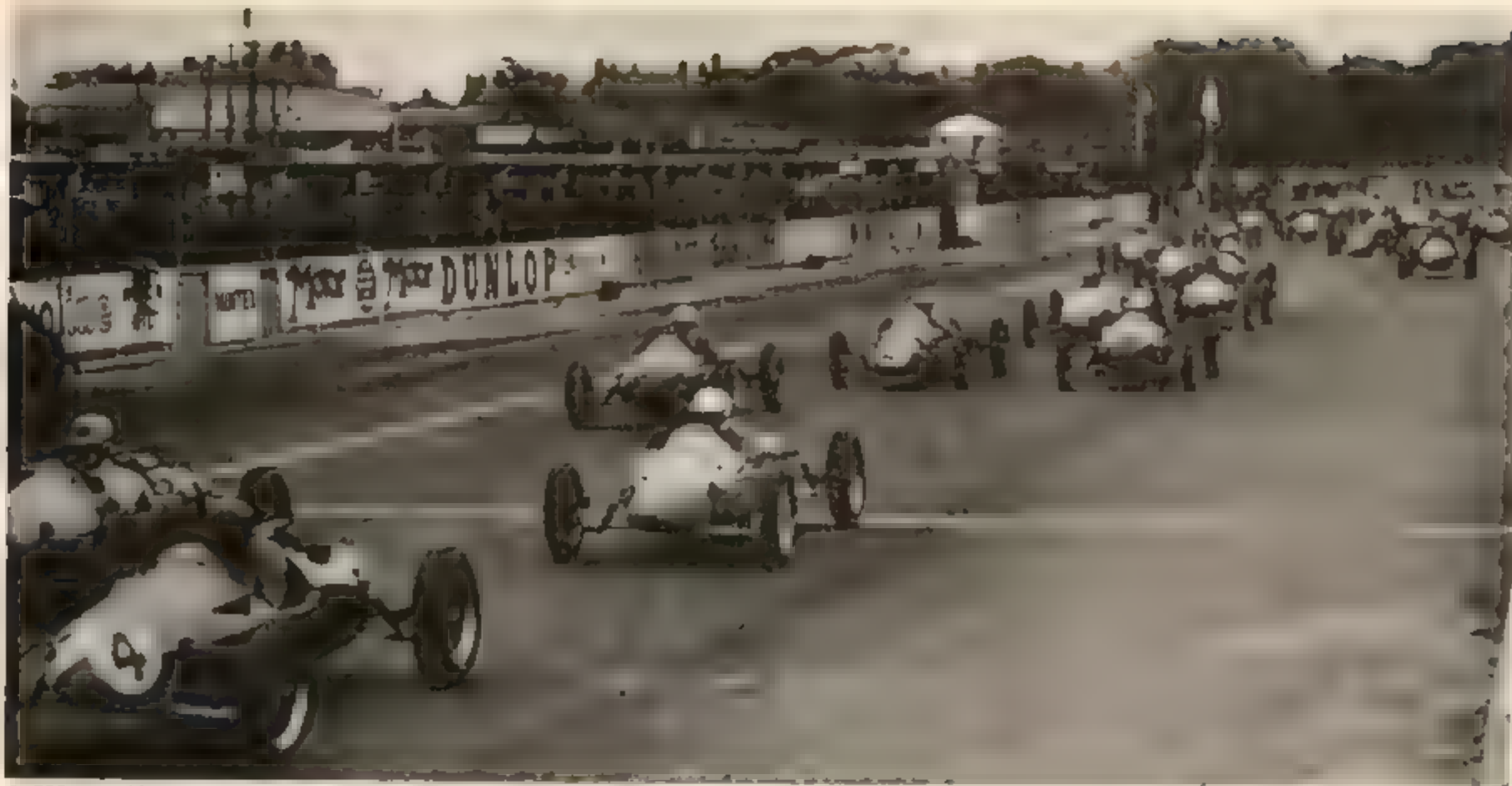
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A 500 cc grid gets away to a ragged start at Aintree in 1955

500cc days remembered

JOHN BOLSTER recalls the formula that inspired the current F1

An exhibition of 500 cc cars will be held at the National Motor Museum, Beaulieu, from Sunday, December 16 to Sunday, January 27. During that period, celebrities from the Half Litre days will be encouraged to visit the show and a luncheon will be given to get them all together.

It's a fantastic story, which many of the present generation of racers will find of absorbing interest. It now seems incredible that a Formula, designed to provide cheap racing for beginners after the war, became the direct inspiration for British supremacy in grand prix racing and killed the front-engined racing car stone dead. Yet, that is precisely what happened.

Probably the beginning of it all came from some highly unofficial racing that took place on a very rough circuit near Bristol before the war. It was called CAPA racing, though nobody can remember what those initials stood for—probably the name of Dick Caesar, who designed several of the cars, was involved. Anyway, several CAPA enthusiasts were technicians at Bristol Aircraft and though they had a very busy war, they occasionally had time to discuss a poor man's racing Formula for the close of hostilities.

They decided that a 500 cc single-cylinder motorcycle engine would give enough power for a small light single-seater and as the end of the war approached, they published their proposals. Curiously enough, some of the old guard of certain clubs took up a most snobbish attitude and tried to kill the new racing before it began. They poured ridicule on the scheme and sniggered behind their hands.

On December 2, 1945, some of these gentry were sneering at the proposed 500 cc Formula at one of those influential meetings that took place at the Rembrandt Hotel. I got up and stated that a 500 cc car would theoretically be capable of climbing Shelsley Walsh in 44 seconds—not the modern, smooth Shelsley but the rough, narrow hill of those days. There were roars of disbelief but on September 25, 1948, Stirling Moss drove a 500 cc Cooper up that hill in 43.84 s. I told you so!

Anyway, I was invited to sit in at the early

meetings and Sammy Davis took the chair. It was our intention to make first-class single-seater racing possible, both on the circuit and the hills, in cars costing less than £100 each to construct. I was going to build a car myself, but then I was offered a drive in grand prix racing and naturally I had little time thereafter to help my 500 cc friends. However, they soon organised a new club for this category and all rushed off to build cars.

It was curious that most of the original 500 cc constructors knew a great deal about racing cars and practically nothing about motorcycle engines. Their chassis were excellent, most of them being built on Auto Union lines with a tubular frame and central engine. However, many of the power units chosen were hopelessly out of date, with no spare parts available and often fatigued in stressed areas. The secondhand spares were just as fatigued as the parts they replaced, which is no way to go motor racing.

There was also a misplaced loyalty to the old speedway Douglas engine, probably because it had been made at Bristol. They were readily available, because the bike boys had thrown them out, but they proved a packet of trouble and were not even fast. The first 500 cc races were a bit of a disaster, with large fields on the starting grids and embarrassingly few cars reaching the finish of even a five-lap race. The saviour of 500 cc racing was the Speedway JAP.

This was a current engine that could be bought brand new, but at first J. A. Prestwich were opposed to its use in cars. To their surprise, it proved unbeatable and very reliable when properly prepared. It was very cheap and was largely cooled by its methanol fuel, so the screening of its cylinder by the driver's seat did not cause the piston to seize, as usually happened with petrol engines.

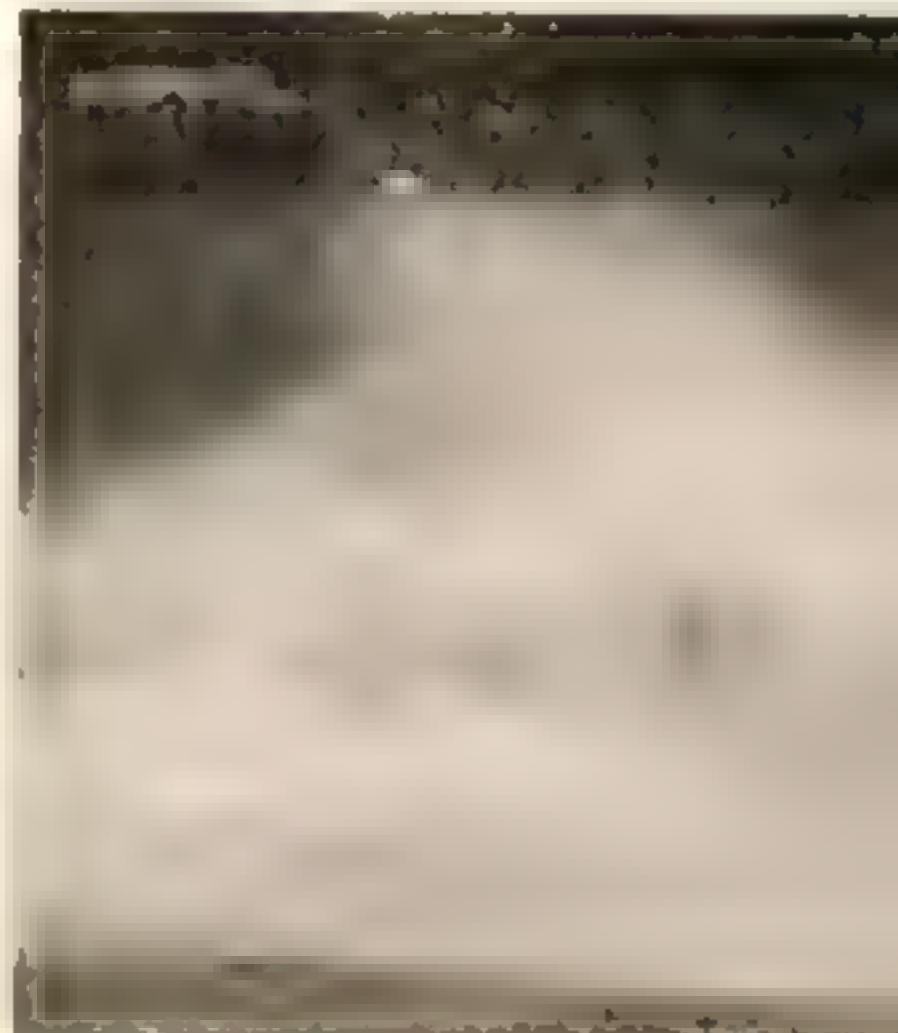
It was Gregor Grant who persuaded Teddy Prestwich and Stan Greening to make a few of their engines available to the boys, but they were still somewhat reluctant. They were totally converted when "dirt" JAPs, with the standard shallow fins and total-loss splash lubrication, took the first four places in a

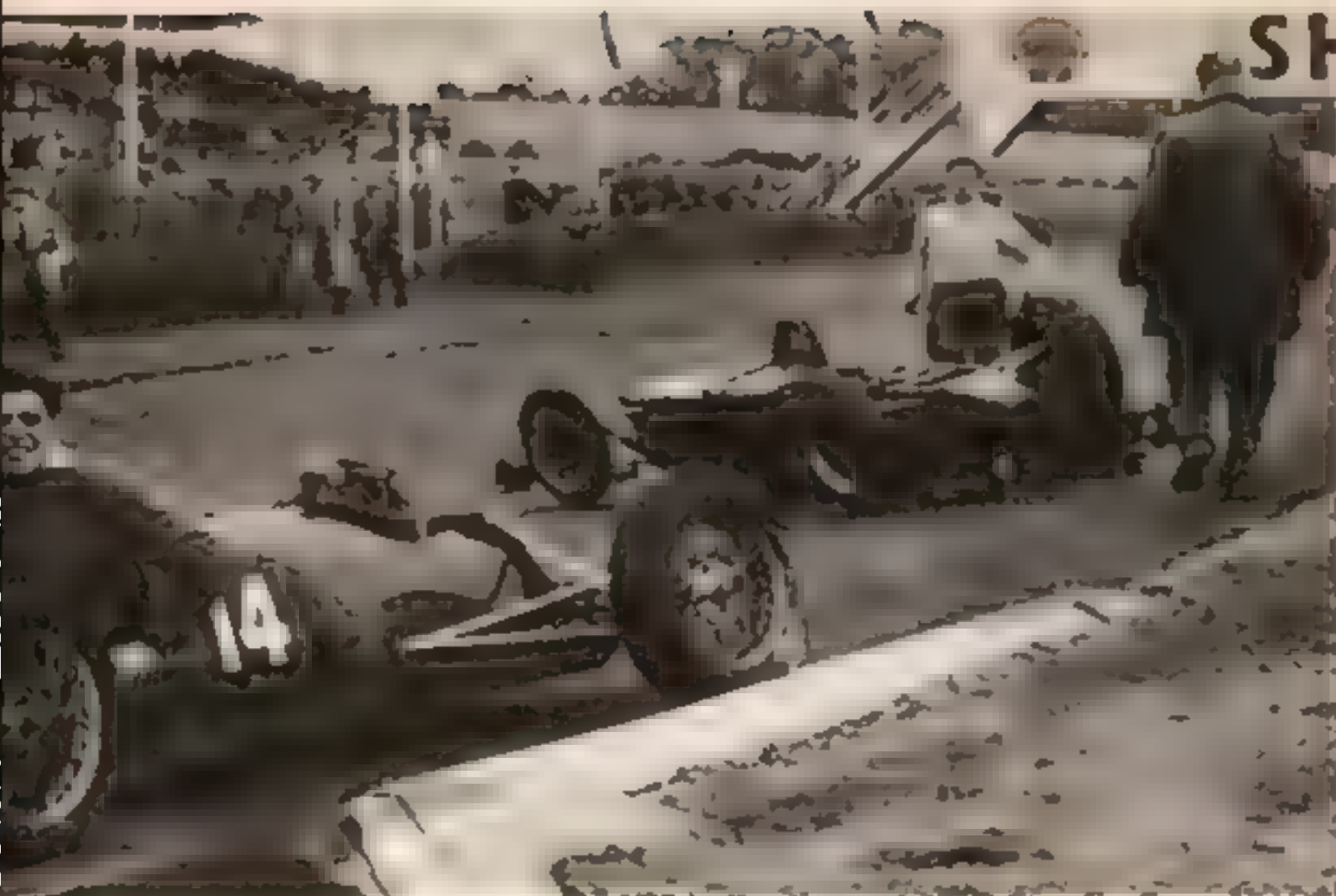
50-mile race. This famous unit developed 38 bhp at 6000 rpm, but later the Tottenham firm produced a special car version giving 45 bhp. The weight was only 78 lb and, best of all, maximum torque was at 3500 rpm.

Another change which took place was the slow demise of home-built cars and eventual supremacy of the manufactured article. The Cooper was the first 500 that you could buy ready to race but it was soon challenged by JBS, Kieft, Iota, and many others. There were times when the Cooper supremacy appeared to have been shaken, notably when Stirling Moss was driving the Kieft, but eventually the little cars from Surbiton had a virtual monopoly. The Cooper cars were always good-looking too, while some of the others were a real mess.

Though most of the cars were Coopers and most of the engines were JAPs, some of the

Jim Russell and Stuart Lewis-Evans splash through a Bull Trophy in 1956





They certainly had their accidents! Messrs Burnard and Borak extract themselves from their cars after what was described as a clottish accident at Mallory Park.

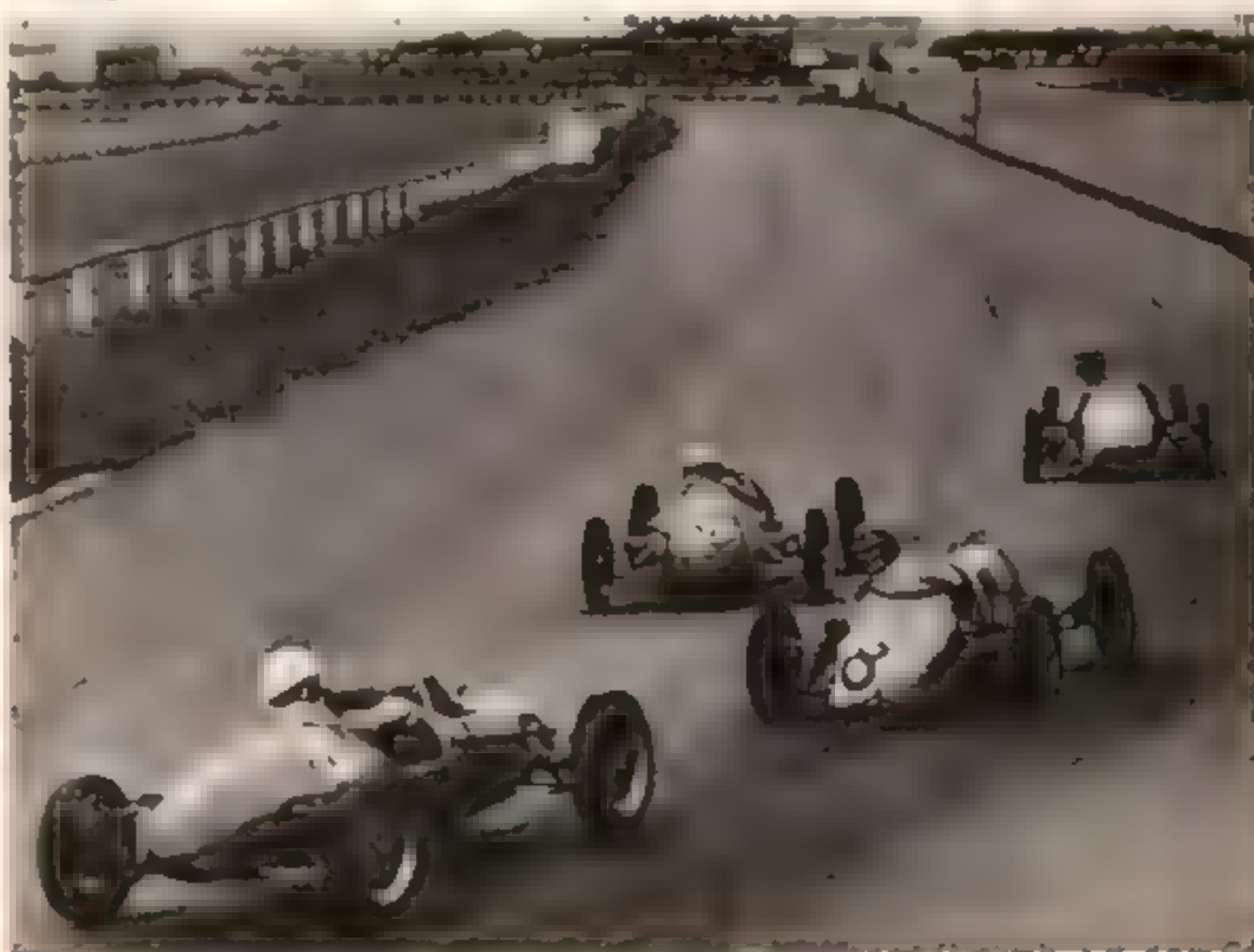
finest racing of all time took place, especially on the short circuit at Brands Hatch, where larger cars were not allowed. Many people preferred 500 racing to the rather dull grand prix events of the period, because the cars were reliable and the racing was close. It did not require a stopwatch to tell that these mid-engined cars were faster through corners than "proper" racing cars, much to the secret fury of the establishment. An even greater snub to the snobs was the creation of International Formula III for 500 cc cars.

Yet, the 500 cc class was a total failure in providing racing for the impecunious. When the "double-knocker" Norton engine ousted the cheap pushrod JAP, people were paying as much as £1000 each for these power units when they had been prepared by one of the few real experts. Some drivers even ordered complete Norton TT bikes, just to snatch the engines out of them! Suddenly, it was realised that 1100 cc sports cars were cheaper to

race and easier to prepare than the highly-specialised Norton-powered single-seaters. After that, the decline of the class was rapid, especially as the Club had become the BRSCC and Brands Hatch was now approved for larger cars.

Nevertheless, the mid-engined Cooper went from strength to strength. Spike Rhlando was the first driver to squeeze a 1000 cc V-twin JAP engine into a Cooper 500 chassis and he really started something. For many years, the V-twin Cooper won every hillclimb, all over the country. It was not an ideal general purpose racing car because the vibration of the V-twin was even worse than that of the single-cylinder engine. Long-distance racing was not, therefore, its forte.

More action at Aintree. A group of 500s approach Anchor at the Daily Telegraph trophy meeting



As entirely different proposition was the mid-engined Cooper fitted with the 4-cylinder 1½-litre Coventry Climax engine, subsequently stretched to 2-litres. The car was still visibly a derivative of the Cooper 500 and the vibration problem was gone. This Formula II car was reliable and it could out-corner 2½-litre Formula I machines. In January 1958, something happened that was to change the whole face of motor racing.

Stirling Moss took Rob Walker's little Cooper out to the Argentine Grand Prix. In spite of having an engine which was half-a-litre smaller than the works Ferraris and Maseratis, Stirling insulated them by securing pole position, but most people thought that the bigger cars would have more stamina. The incomparable Stirling beat the lot and won the Grand Prix. In May, Maurice Trintignant drove Rob's tiny car to victory at Monaco, just to show that the little machine was far from worn out by its Argentine victory.

With the news that Coventry Climax were producing a full 2½-litre engine, all the teams were madly designing mid-engined chassis. For a time, however, Cooper and Coventry Climax were supreme. It was a wonderful feeling when the green cars won race after race, for the red ones had gained far too many victories. Perhaps it's as exciting nowadays when somebody's flag beats somebody else's scent, but not to me it isn't!

It has always astonished me that the lesson of 1936, when Auto Union was supreme both in grand prix races and hillclimbs, was totally ignored. Why did nobody copy the mid-engined cars and why did we have to drink all that beer at Bristol before the principle was again proved correct on the circuits?

Such conjecture is fascinating, but without 500 cc racing would the Auto Union principle have made its comeback or would we still be racing front-engined, rear-drive cars?

When the 500 cc cars were attaining their greatest popularity, Autosport was their strongest advocate and we shared in their glory. We therefore support the 500 cc exhibition at Beaulieu with much enthusiasm and we hope that our readers will enjoy it. For the young, it will demonstrate that you don't need eight cylinders to race very effectively. For those more mature, it will recall gay days at the Hatch, the smell of alcohol fuel, and punch-ups in the paddock!

Anchor Brook at Oulton Park in the final of the John



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A few words about estate development from SMT

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The car has a long, easy stride which causes the miles to go very rapidly

Viva Ecosse—a lavish sporting estate car

Alas! Though no country has bred more brilliant engineers, the cars of Scotland have departed. Chrysler makes the Imp there, of course, but now SMT Sales and Service Co Ltd, a well known firm north of the border, is turning out a modified Vauxhall, fitted as standard with a vast amount of special equipment. No doubt Bill becomes McBlydenstein for the occasion, as his big valve head is used on the 2300 cc engine. Koni adjustable dampers steady the back axle and stronger headlamps permit fast driving at

night. The specification is remarkably lavish and this is not a tuned car but a catalogued model, carrying the full Vauxhall warranty.

The model chosen for this treatment is the Viva 2300 SL Estate. It is well known that the extra length of an estate type body can give a higher maximum speed and the weight penalty need not be large. Apart from the modifications detailed above, and a lot of small fittings and equipment, the car follows Vauxhall specifications.

The worst feature of the Vauxhall big four-

cylinder engine is its total lack of power at high speeds, in spite of its tremendous medium-speed torque. The Blydenstein head removes this reproach and the unit revs like a much smaller "four." At a stroke, the rather dull vehicle is transformed into something quite sporting and the excellent four-speed gearbox can be really enjoyed.

Naturally, the maximum speed is usefully improved. The car is claimed to be capable of 110 mph and this proved to be the case, a mean stopwatch figure of 109.76 mph being near enough, allowing for inevitable slight inaccuracies. This is an impressive speed for a roomy car of moderate price.

I was a little concerned to be given a paper stating that the speedometer of the test car registered 100 mph when tested by police at 106 mph. In fact, the speedometer was accurate at 75, 90, and 110 mph—and no 5 mph deficit existed. The coppers should immediately have their stopwatches tested as they must be convicting innocent citizens, according to this evidence!

At the maximum speed, the rev-counter is well below the danger area. Third is a splendid ratio, with close on 90 mph available, and the acceleration through the gears is really fierce. It is a pity, therefore, that nothing has been done about the coarseness of the engine at low speeds. The big four-cylinder unit rumbles and thumps at less than 30 mph in top and it is desirable to go right down to second at 20 mph or so, which spoils the refinement of the car as the gearbox whines when the indirect gears are used. Perhaps the tuning of the top end could be matched by some treatment at lower speeds.

Right through the middle of the range the Viva Ecosse is very lively and flexible. The engine is not silent but the car has a long and easy stride which causes the miles to go by very rapidly. Perhaps 90 mph is the best cruising speed but there is no sign of stress at a maintained 100 mph. At such speeds, the fuel consumption remains quite moderate, which is one advantage of four big cylinders.

The traction is remarkably good and the car will beat almost anything away from the traffic lights. The clutch grips instantly and

Koni adjustable dampers steady the back axle.



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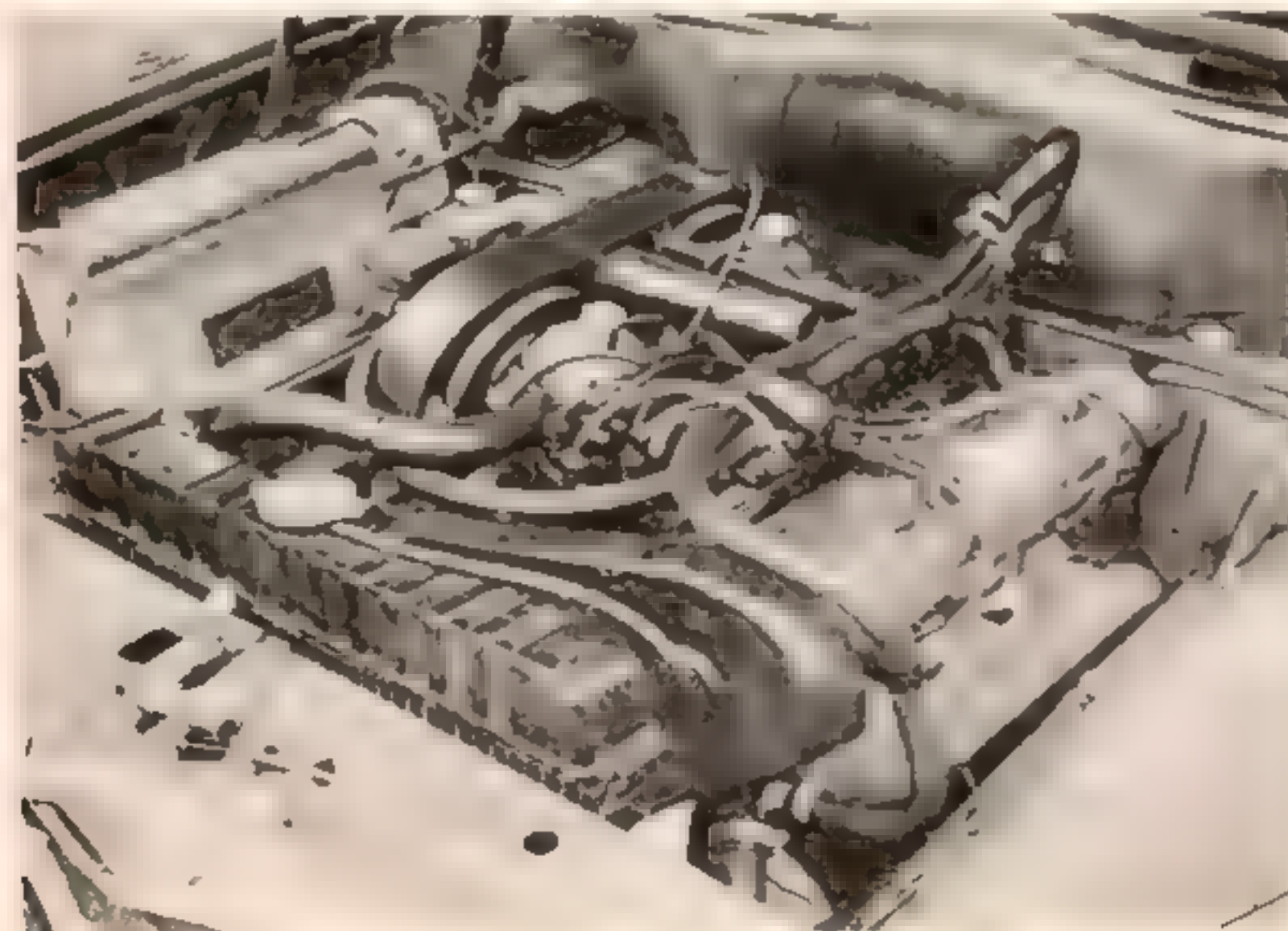
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Road test



Three door configuration is ideal for family use. Below, the 2.3 litre big valve engine.



the gearchange is as light as it is quick. Generally tending towards understeering, the car corners well in the dry though feeling perhaps a little less sure-footed on wet roads. The steering is never heavy and there is plenty of feel, which gives a good sense of control.

The ride is quite adequate on good roads but rather choppy on rough surfaces. The suspension suits most British roads but the passengers would be well shaken up in Northern France. I did not experiment with the damper settings, which might have improved the riding comfort. The brakes behave well at all times and do not tend to

On a journey, the Viva Ecosse swings along most effortlessly with plenty of acceleration in reserve for easy overtaking. Powerful lights are appreciated after dark, tyre noises are moderate, and there is a complete absence of wind noise. The yellow hands on the instruments show up splendidly at night and the accurate speedometer is something rare

Though the seating position suits most drivers, they all complain that the pedals are too high off the floor, which should be easy to rectify in a forge. The heater gets to work quite rapidly after a cold start and the ventilation is effective. In fact, all the creature comforts are well looked after in this most practical vehicle.

In the past, sports cars and estates have been as the poles apart. Nowadays we are expected to do so much of our own fetching and carrying that the saloon which can be converted into a van is a most desirable possession for any family. The idea of equipping this type of vehicle with a high performance engine is a good one, the low build and attractive lines of the Vauxhall allow SMT to produce an estate which is far from stodgy. Canny Scots will find this an ideal machine for collecting precious crates from the distillery.

SPECIFICATION AND PERFORMANCE DATA

Car tested: Vauxhall Viva Ecosse 3-door GMSL Price £1,600 including car tax and VAT

Engine: Four cylinders 97.54 mm x 76.2 mm (2279 cc); compression ratio 8.5 to 1; 175 bhp (net) at 5200 rpm; push rod operated overhead valves

Transmission: Single dry plate clutch, four-speed all-synchromesh gearbox with control change, ratios 1.0, 1.362, 2.161 and 3.3 to 1, hypoid rear axle, ratio 3.455 to 1

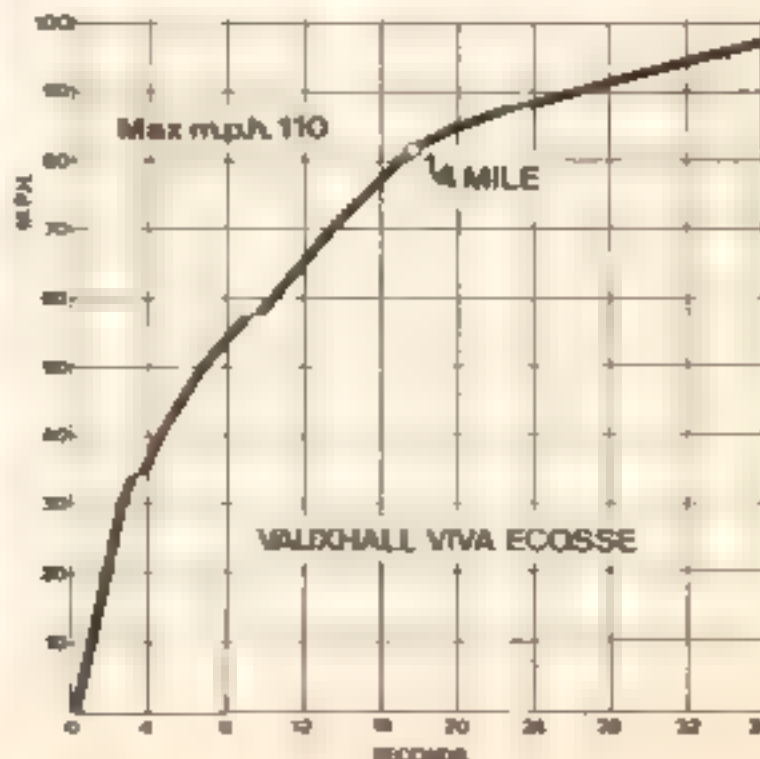
Chassis: Combined steel body and chassis; independent front suspension by wishbones, coil springs, and anti-roll bar; rack and pinion steering; rear axle on four trailing arms, coil springs, with coil springs and anti-roll bar; telescopic dampers; three-spoke alloy disc front and drum rear brakes; bell-on wheels fitted with 13 x 1.5 XAS 145-13HR 62R extra

Equipment: 12 volt lighting and starting; speedometer; rev counter; ammeter; oil pressure; water temperature; and fuel gauge; heating, demisting, and vent air on system with heated rear window; two-speed wipers; front and rear washers; flashing direction indicators; front and rear lighting equipment; fog lights; reversing lights; spare wheel can

Dimensions: Wheelbase, 8 ft 1 in; Track, 4 ft 3 3/4 in; Overall length, 13 ft 7 in; Width, 5 ft 4 3/4 in; Weight, 2275 lb

Performance: Maximum speed, 110 mph; Speeds in gear: 1st, 34 mph; 2nd, 57 mph; 3rd, 74 mph; 4th, 90 mph; 5th, 100 mph; Acceleration: 0-30 mph, 7.5 s; 0-50 mph, 12.2 s; 0-60 mph, 10.4 s; 0-80 mph, 16.6 s; 0-100 mph, 27.3 s

Fuel consumption: 20 to 34 mpg



Book reviews

Traditionally we always start off our Christmas preview of motor sport books wreathed in maidenly blushes and exhorting you to buy our own (or our associated) products. This year is no exception because we are kicking off as usual with details of the latest edition of the sport's top annual Auto-course.

Editor Mike Kettlewell has once again done a superhuman job in getting this big, glossy 200-page book together before the end of the year, so that it's the first complete record to come out of the 1973 season. As usual every Grand Prix is covered in detail, and this year the reports themselves are based on the masterpieces produced throughout 1973 by our own Pete Lyons so that unique and tremendously readable coverage of the year is preserved in permanent form. Other categories covered in detail include USAC, F5000, in America and Europe, CanAm, Inter-serie, European touring cars, F2, F3, world sports car championship, 2-litre sports cars, NASCAR, Tassan, GTs and international rallying.

Among the special features in the new edition are one on Hesketh Racing, who have made such a tremendous contribution to the 1973 season, an analysis of the technicalities of current F1 cars, a look at those unsung heroes of Grands Prix, the mechanics, and a cool evaluation of the supposedly crisis-ridden state of the sport by Eric Dymock. There is that invaluable detailed breakdown of precise F1 car specification and of course the traditional and controversial editor's analysis of 1973's top ten drivers.

Overall the material is, once again, a tremendously high standard of photographic coverage, a wealth of fine action shots taken by many different photographers plus many more off beat details which missed the weeklies' and monthlies' coverage. There are several pages of fine colour photographs too. And—invaluable as a serious student's record of the year there is again a special portfolio in the back detailing full results of all significant motor sporting events of 1973.

We're once more running a special pre-publication offer for Autosport readers which will enable you to buy the book as soon as it becomes available. The world-wide paper shortage has caused a slight delay in the production schedule, but we will be posting off all orders immediately after Christmas. So watch out in next week's issue for full details of this special offer. The book will again cost £4.25 but by using the coupon in next week's issue you'll be able to buy it for only £3.25.

Before we stop blowing our own trumpet, a quick mention for Autosport Annual: it's on sale at all newsagents and bookstalls now and at 50p the value is too good to miss. We described it fully in *Pit and Paddock* last week, but if you want more details or the address to write to if your local man has sold out, see the advertisement elsewhere in this issue.

Quite a popular Christmas gift at a moderate price are either of the two Hamlyn colour-published editions, entitled *The Age of Cars* and *Sports Cars on Road and Track*. The former traces the major points in the automobile history from the era of the carriage to the present day, and author Mike Twite also examines the technical trends with the part motor sports played in this matter. The more exotic high performance cars are dealt with too, in a separate chapter which like the rest of the book is lavishly illustrated.

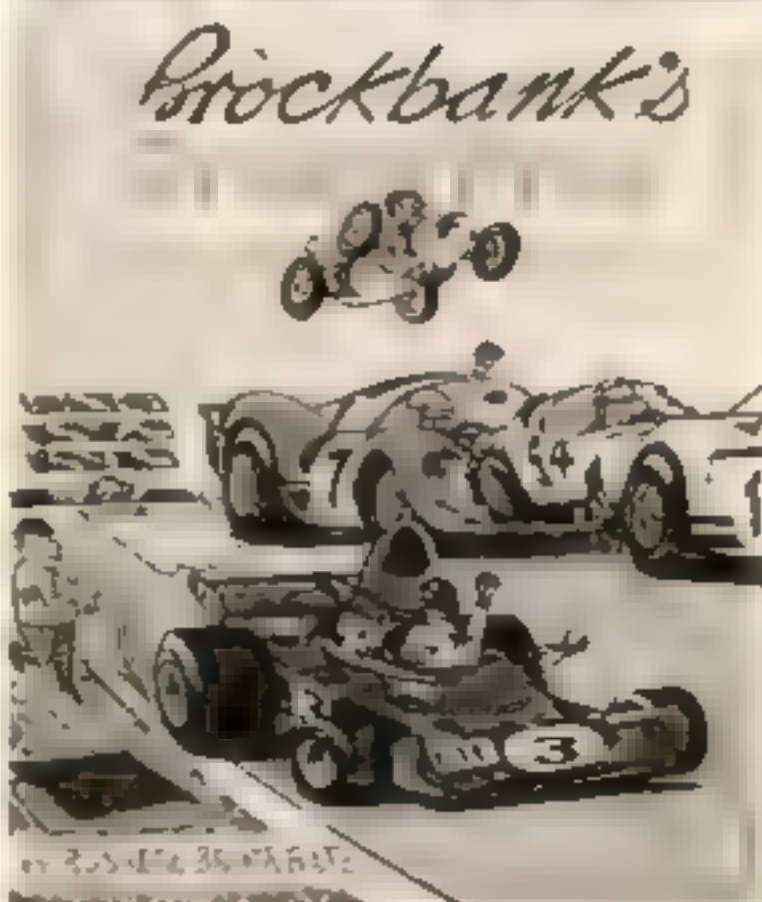
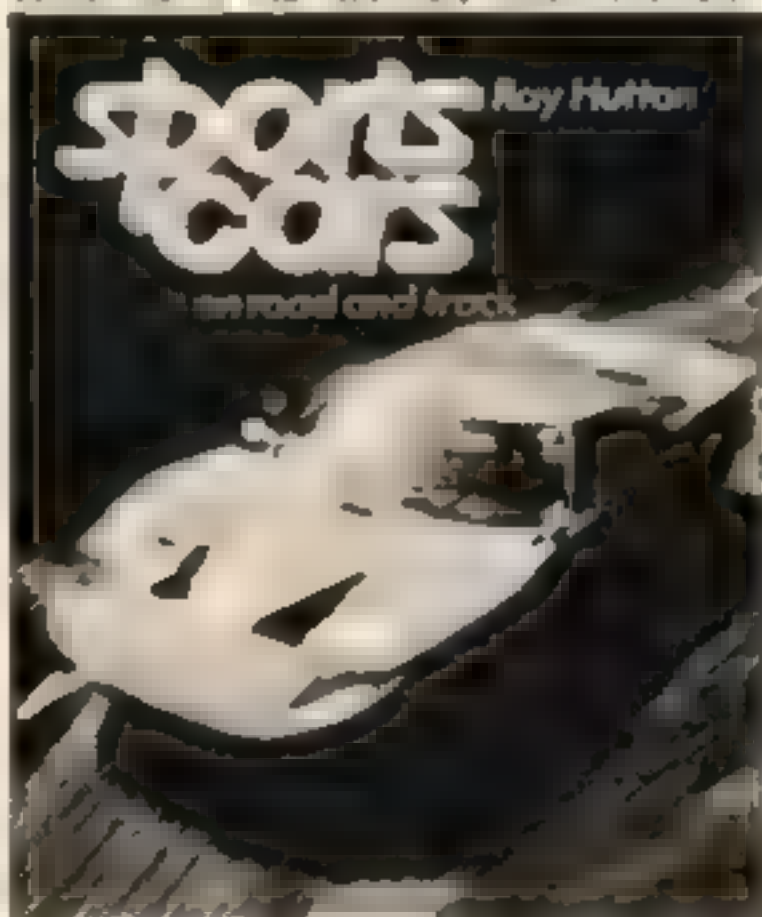
For those more interested with the sports car side in similar retrospect and perhaps therefore more appropriate to motor sporting enthusiasts as a gift, is *Sports Cars on Road and Track* written by Autocar's sports editor Ray Hutton. Again this Hamlyn book is very well illustrated and Hutton has used his vast knowledge of the subject to include very informative pieces on the Golden Era of the 1920s, the trend towards GT cars, the

experimental cars that are a dream to most of us and on sorting out the sporting side with a special chapter on that great sports car, the Ford GT40.

Sports Cars on Road and Track
By Ray Hutton. Published by The Hamlyn Co. Ltd. 100, Avenue Road, London N1C 6AS. £4.95.

At £1.45, you can't get much better too reading than Brockbank's *Grand Prix*. Russell Brockbank needs no introduction, and his cartoons are just as alert to the motoring scene as ever. The picture of a rabbit squatting in a side radiator of a racer, or some of his motoring types might cause this 96 page book to be withdrawn from the shelves because of endangering the occupants, or keeping them there too long, but it's sure to cause them much mirth. About a third of the cartoons may have been seen before, but it's very good to see them again, and one constantly marvels at how knowledgeable this superb cartoonist must be when it comes to the motor racing scene.

Brockbank's Grand Prix
By Russell Brockbank. Published by Eyre & Spottiswoode Ltd. 100, Avenue Road, London N1C 6AS. £1.45.



With the great assistance of Elizabeth Hayward—well known for her intimate driver biographies in *Road and Track*—1972 World Champion Emerson Fittipaldi has described his rise to the top in *Flying on the Ground*. Emerson being rather a reserved person and not regarded as a "personality," he is very seldom interviewed on British television, and little is therefore known to many about his

personal life, his detailed history or his opinions on various subjects (including other Grand Prix drivers and many assorted items other than motor sport). All is revealed in this most interesting account which would have been more of interest if it had included this season when everything was not all glowing and the unattractive side of sponsorship deals became apparent.

Flying on the Ground
By Emerson Fittipaldi and Elizabeth Hayward. Price £1.95. Published by Eyre & Spottiswoode Ltd. 100, Avenue Road, London N1C 6AS.

Many books have been written attempting to tell the uninitiated how to go about motor sport, but the best so far for general reading is Castrol's latest *Racing Driver's Manual* in which their contracted driver Frank Gardner gives his version, through Doug Nye. Gardner is well known for his very amusing dry sense of humour in addition to his superb driving capabilities and many of Frank's amusing stories are incorporated in his guide which deals with most aspects from purchasing race clothing to taking Woodcote corner at Silverstone.

Through 25 years of racing experience, Frank certainly has the authority to write about such subjects but for those who don't have aspirations to be a race driver, this book is well worth buying for its entertainment value.

Castrol Racing Driver's Manual
By Frank Gardner and Doug Nye. Price £2.70. Published by Patrick Stephens Ltd. 88, High Street, Cambridge CB2 3EL.

Each edition of *Cars in Profile* features a famous car or range of cars and traces its history and successes. Each one is by a contributing author—all of whom are well known and respected in automobile journalism.

Among the 12 titles already published are 4½ litre Lago-Talbots (Cyril Posthumus), F1 Repco-Brahams (Doug Nye), Chaparral 2, 2D and 2F (Pete Lyons), Jaguar D-type (John Appleton) and the most recent Rolls-Royce Phantom II (George A. Oliver). A further 10 titles are planned for the coming year.

Cars in Profile
Published by Patrick Stephens Ltd. 88, High Street, Cambridge CB2 3EL.

The large size of Patrick Stephens' *Automobiles and Automobiling* enables many of the magnificent photographs to be very well used and that combined with almost 200 superb renderings by Pierre Dumont of cars between the era of 1900 and 1940, make this book an extremely worthwhile contribution to the motoring collection. Many absorbing accounts are reprinted of motoring and motor sport through that era which is combined with informative text from vintage experts Ronald Barker and Douglas Tubbs.

Automobiles and Automobiling
Drawn by Pierre Dumont and text by Ronald Barker and Douglas Tubbs. Published by Patrick Stephens Ltd. 88, High Street, Cambridge CB2 3EL.

Phil Drackett's *The Book of the Veteran Car* deals with that subject with his eye very much on the semi-enthusiast. It gives a run-down of the atmosphere of the veteran car runs to Brighton, and a great deal of personal experience goes into this book, admittedly from one who is well experienced, but one feels that the enthusiast might know it all already. However, for the semi-enthusiast who might be on the road to this fascinating and highly technical world, it gives some of the atmosphere but few details of what is involved.

The Book of the Veteran Car
By Phil Drackett. Price £3.75. Published by Patrick Stephens Ltd. 88, High Street, Cambridge CB2 3EL.

The soft covered *Amazing Sports Car Journal* is a different sort of reference book. It's all about the Unipowers, Group Six, Harrington Alpines and Lenham GTs of the motor scene, and one page is devoted to each of 64 of the specialist sports car builders. It tells you the influence under which each was built, what the car consisted of, how many were built, and in the case of the departed companies, how and when they went out of business. There are some cars which one may feel don't warrant inclusion to this directory of specialist sports cars, and some which might have been included such as

Gordon Keeble amongst others. However, it is the first book of its kind and reasonably priced

The Amazing Sports Car Journals
By Gordon Keeble, 50 p, £3.50. Published by Bantam Books, 100 Avenue of the Americas, New York, N.Y. 10013. 1973. 300 pages. 5 1/2 x 8 1/2 in. 100 pages.

Every now and then at AUTOSPORT, we get asked the most complicated of questions, such as what was the type number of the Lotus that won at Indianapolis, or when was the first Kyalami Nine Hours? If we had **The Encyclopedia of Motor Racing** at hand, these are questions we would be able to answer, for this second and updated edition by Anthony Pritchard and Keith Davey tells you all you could statistically want to know about the premier formulae, places, constructors and people in motor racing. It contains more information about motor racing than has ever before been compiled in one volume, making it a reference must for racing enthusiasts.

The Encyclopedia of Motor Racing
By Anthony Pritchard and Keith Davey. Pp. 413. Published by Robt. Hale and Co. 65-74 Brompton Road, London SW7 3JL.

alleviate the rather drab looking pages of the encyclopedia, but of course visual attractiveness is not what this book is all about. Virtually every entry is accompanied by a black and white illustration and the information is presented in a very readable and entertaining way. Accuracy proved to be spot-on through the entries checked. Altogether a very worthwhile reference book for enthusiasts, now even better.

The Complete Encyclopedia of Motorcars
By John P. F. Chetani, 300 p, £10.00. Published by Bantam Books, 100 Avenue of the Americas, New York, N.Y. 10013. 1973. 300 pages. 5 1/2 x 8 1/2 in. 100 pages.

For an inside look as to what went on at vintage Earls Courts, one might be fascinated to look at **The Automobile Show**. Basically it is a reprint of the 1903 motor show catalogue at Crystal Palace, the first motor show ever held just 70 years ago this year. Such motor cars as the two seater offered with a third seat for a servant from Haynes and Son Ltd, priced at 190 guineas are described, although many steam vehicles and parts manufacturers are included in this 140 paged, hard-backed book.

The Automobile Show
By Peter C. Schenck, 140 p, £10.00. Published by Bantam Books, 100 Avenue of the Americas, New York, N.Y. 10013. 1973. 140 pages. 5 1/2 x 8 1/2 in. 100 pages.

It took Americans Robert Cutter and Bob Fendell eight years to compile the **Encyclopedia of Auto Racing Greats**. In its 675 pages are biographies of over 550 personalities from the motor racing world. Included among them are all the world champions, most Indy winners and the majority of the successful road and dual track racers plus land record holders, rallyists and drag racers.

Because of its American origin, a few surprising names creep in while others are omitted who we might consider more important. However the contents as such appear to be accurate and are presented in a very readable manner rather than tabulated facts.

Encyclopedia of Auto Racing Greats
By Robert Cutter and Bob Fendell. Pp. 675. Published by Bantam Books, 100 Avenue of the Americas, New York, N.Y. 10013. 1973. 675 pages. 5 1/2 x 8 1/2 in. 100 pages.

Well-known racing car designer Len Terry and former managing editor of *Automotive Design Engineering*, Alan Boxer BSc have combined their obvious talents into producing a valuable and interesting study on the technique of racing car design, suitably entitled **Racing Car Design and Development**. The dialogue between the two experts in the book contains practical and theoretical discussions and conclusions accompanied by many illustrations and diagrams, with valuable Appendices for the budding racing car constructor.

Racing Car Design and Development
By Len Terry and Alan Boxer. Pp. 145. Published by Motor Racing Publications Ltd, 34 Park Street, London W1P 1PL. 1973. 145 pages. 5 1/2 x 8 1/2 in. 100 pages.

First published in 1963, this second edition has just been recently re-released. Mr Purdy writes about Stirling Moss's racing career and has probably been read by the enthusiasts of his generation. Doubtless it must still have some appeal.

All out My Life
By Ken W. Purdy. Pp. 127. Published by William Kimber and Co. Ltd, 84 Chancery Lane, London WC2A 1PL. 1973. 127 pages. 5 1/2 x 8 1/2 in. 100 pages.

Although the title is slightly misleading, Leonard Setright's lavish history of grand prix cars from 1906 to the present day is one which the serious student of motor racing history will enjoy. Not surprising in view of the author's leaning towards things technical, this is a history of cars and engines rather than of races and drivers and the reader is left in no doubt as to Mr Setright's opinions of some of the machines which have graced grand prix circuits through the ages. Unfortunately the captioning is not quite up to the standard of the text with one or two minor errors creeping in here and there. It remains however extremely good value at £6.50; the high quality of the illustrations and the production generally making it worth every penny.

The Grand Prix
By Leonard Setright. Pp. 260. Published by Thomas Nelson and Sons Ltd, 25 Park Street, London W1. 1973. 260 pages. 5 1/2 x 8 1/2 in. 100 pages.

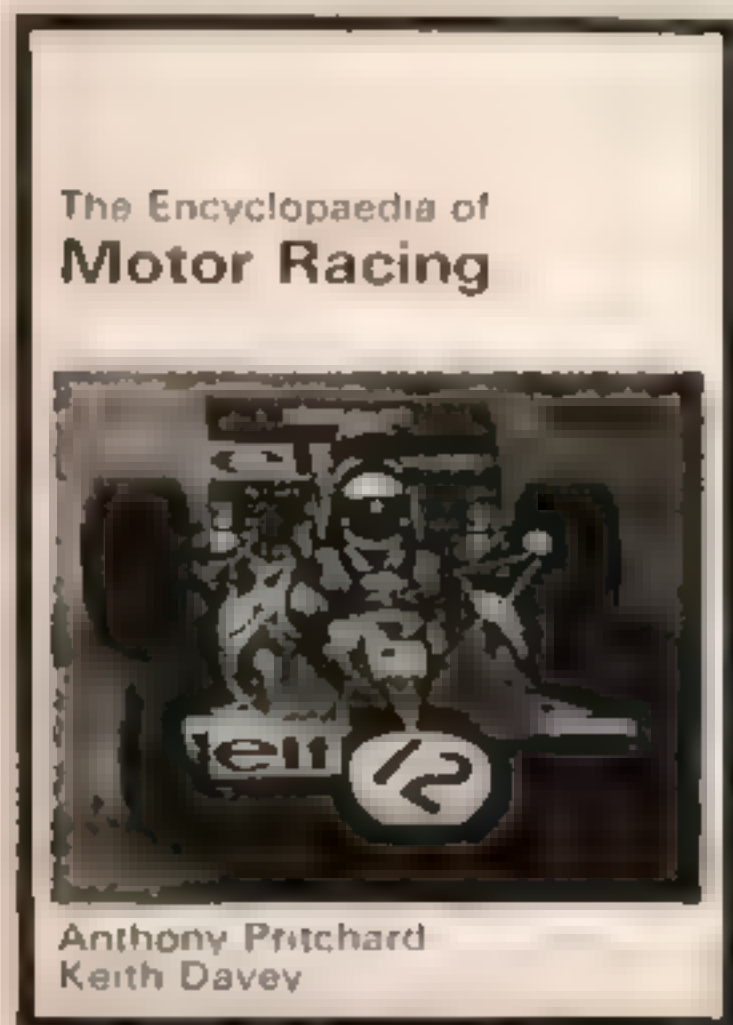
Yet another history of motor sport and as such similar to several which have gone before. Peter Roberts' production is, although well written and amusing in parts, aimed very

much at the casual follower of the sport rather than the hardened enthusiast. The text tends to leap from past to present and back again making it hard to follow in places while the information relating to the 1973 season is rather dated, Ronnie Peterson being referred to as a March driver and Tim Schenken as a member of Team Surtees. In spite of the inconsistencies however the photographs, in particular the colour plates, are of high quality and few of them have been seen before. A book which will probably have more appeal to the younger enthusiast and one which is competitively priced at £1.95.

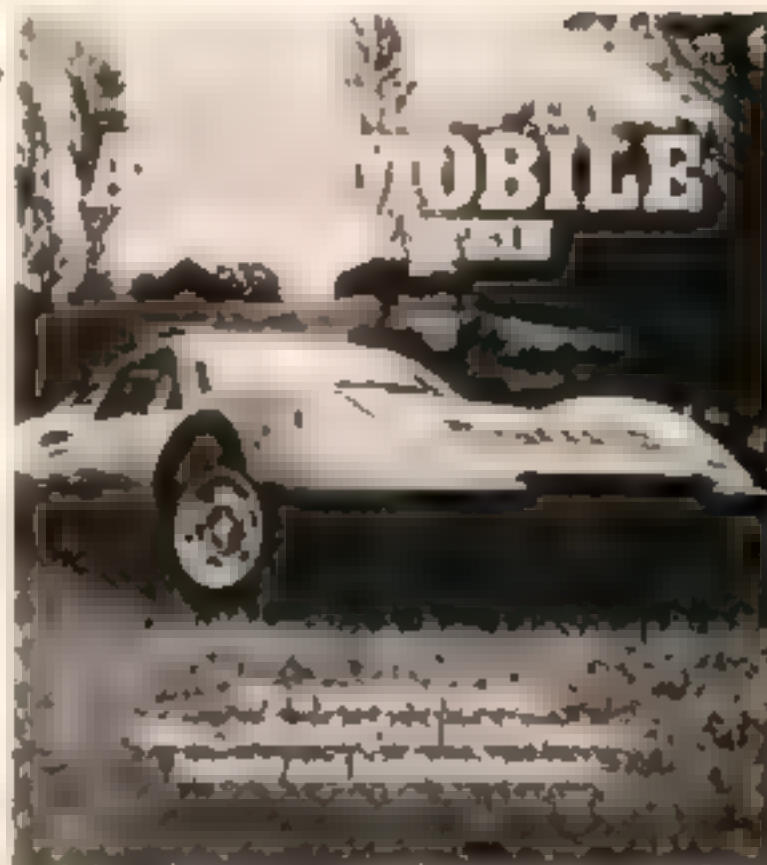
Racing Cars and the History of Motor Sport
By Peter Roberts. Pp. 195. Published by Octopus Books, 54-56 Upper Street, London W1. 1973. 195 pages. 5 1/2 x 8 1/2 in. 100 pages.

For sheer exotica, both in literary form and motor cars, the **World of the Automobile** comes out tops. This lavishly produced, photographed and priced 252 page volume runs through the world of motoring with an expert eye describing the early motor vehicles, the nobility of motoring transport, sports cars of all ages and competition cars, stopping at various moments to describe early horns, lights and licence plates, the roads which were used, motor shows, and what the collectors look out for now. With an American author, Ralph Stein, one naturally expects a small amount of the American view of vintage automobiles with white wall tyres, etc, but in the sheer reproduction of some beautiful photographs, it can represent value for money. An early purchaser might save a pound by contributing the acknowledgements to Private Eye's Pseud's Corner however!

The World of the Automobile
By Ralph Stein. Pp. 252. Published by The Road Book Publishing Group Ltd, Amersham House, Amersham, Bucks. 1973. 252 pages. 5 1/2 x 8 1/2 in. 100 pages.



This revised and enlarged edition, with 752 pages is a very large book. It is also expensive but as an encyclopedia including every make of car in the world (over 4,100 makes described) it can provide literally months of reading. Sixty colour plates to



HONDA CIVIC ROAD TEST REVIEW



SPECIFICATION AND PERFORMANCE DATA

Car tested: Honda Civic two door sedan
 Engine: Four cylinders 70 mm x 76 mm (1170 cc) compression ratio 8.1 to 1 50 bhp (net) at 5500 rpm belt driven overhead camshaft operating inclined valves through rockers twin choke Hitach carburettor
 Transmission: Single dry plate clutch four speed s/s synchromesh gearbox with central remote control, ratios 0.848, 1.182, 1.789, and 3.0 to 1 top gear final drive ratio 4.99 to 1
 Chassis: Combined steel body and chassis independent strut and lower wishbone suspension all round incorporating telescopic dampers and coil springs anti lock bar in front rack and pinion steering Servo assisted disc front and drum rear brakes bolt-on disc wheels fitted 6.00 S 12 tyres
 Equipment: 12 volt lighting and starting, speedometer fuel and temperature gauges heating demisting and ventilation system two speed windscreen wipers and electric washers flashing direction indicators with hazard warning reversing lights
 Dimensions: Wheelbase 7ft 2 1/2 in track (front) 4ft 3 1/2 in. (rear) 4ft 2 1/2 in. overall length 11ft 5 in width 4ft 1 1/2 in weight 13 cwt
 Performance: Maximum speed 90 mph Speeds in gears Third 70 mph second 45 mph first 27 mph Standing quarter mile 19.2 s Acceleration 0-30 mph 4.5 s 0-50 mph 10.2 s 0-80 mph 14.0 s 0-70 mph 19.4 s
 Fuel consumption: 30 to 35 mpg

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Markku comPered

Of your excellent reports of the RAC Rally, some 50 photographs and countless words spanning four editions, I see you managed just one decent paragraph about Per-Inge Walfridsson, who came fourth.

Whilst yourselves, TV and just about everybody is raving about Markku Alen (and quite rightly so) I wonder how many people realise that last year they were both driving identical Volvo 142s. On a quick check of the 72 stages I see that Per beat Markku by 40 stages to 29 with three draws, and ended up 10th to the Finn's 12th.

Just before we left for the Total Rally, I managed to get hold of a quick Escort for Per to try. He had never driven a rhd car, but over some Kenilsh whites I can only describe the effect as pretty shattering. Add to this the Tour of Mull performance (some 100 bhp short) and his age (just 22) and the future for this young Swede looks pretty interesting.

Due to this lack of publicity, it is still quite a job to get any joy from would-be sponsors (Per who?) and whilst accepting the fact that we are, therefore, almost unheard of, a works drive has already been turned down, and between us we have had some success during 50 or so international rallies in 13 countries—but we shall try harder!!

MATBOTONE, KENT

JOHN JENSEN

Golden oldies

Congratulations! I have just opened my copy of AUTOSPORT and was delighted to read a report of the '55 Gold Cup. In a time when the long winter months are ahead, relatively devoid of motor sport (and motoring, may I dare add!) it would be most enjoyable to read accounts of other past GPs and sports car events.

Perhaps you could even 'season' them with appropriate Pit and Paddock snippets? WAKEFIELD, YORKS

NIGEL HAZELL

Experience for the BBC or...

Thank you Ian Titchmarsh for your Purely Personal column last week. I agree with every word you say (you are too polite though).

I am one of the many "suckers" who didn't skip a day from the office to watch the best rally for years—because of the advertised TV coverage!

Never in my life have I been so near to throwing a brick through the "telly" screen. Something has to be done about "Mumblemore" and his "clueless" band—so to be constructive I have found that the best way of learning about something is to experience it first hand—so how about asking one of this year's drivers—say Markku Alen—taking dear Cliff through a few special stages?

(Top marks to the TV cameraman—who blew the myth that motor-sport is difficult to photograph—the few shots we saw of the rally went really great.)

EDINBURGH, EH9 2NX. PETER SPEARMAN

... bring back the old hands?

Reference: "Ian Titchmarsh's" article of November 29—"So you think you can televise motoring"

With all due respect to the BBC, I have to agree with your correspondent. Looking back on to my own days of Motor Racing I cannot help wondering what happened to those

brilliant circuit commentators who kept thousands of people amused and well informed during and in between races in the 60's, namely Peter Scott Russell and James Tilling

What happened to them?

Why on earth does not the BBC find out?

LANCE MACKLIN

(Address supplied)

A la Kart

I have finally been stirred out of my lethargy to write to you about your report of last Sunday's meeting at Brands Hatch and your lack of any description of the kart racing. I fully appreciate that you do not consider them part of your motor racing scene, but they do provide cheap and immensely competitive racing to a large and increasing number of motor racing fans. The fact that Reg Gange won both heats at speeds equalled only by the Formula Fords was not even mentioned even though he is undoubtedly one of the best ever drivers having won almost everything in karting at least once, and, given the opportunity, would undoubtedly win in any other branch of motor racing. The final insult to the many kart fans present was that he did not even get a go in the Escort race, although I noticed that one obscure "personality" had his wife in the race as well. This really is inexcusable.

Secondly, it is a disturbingly badly publicised fact that Great Britain now has the World Champion of Karting in the only truly international class. His name is Terry Fullerton. The championships were held at Nivelles in Belgium and despite extremely partisan behaviour by the Belgian officials in favour of the current World Champion, a Belgian, he won through. This meeting had a dozen or more nations represented including the USA and South Africa and more hundreds of a second covered the first 20 qualifiers in the time trials. This major achievement did not even rate a single line note in your magazine nor in any of the national newspapers despite the fact that karting is very likely to become a sport in the next Olympic Games.

All of this is a very poor show particularly since many of the best Formula 1 drivers, which is the pinnacle of motor racing achievement, cut their teeth in karts and in a sport which offers racing to people other than the indulged rich.

Ask Emerson Fittipaldi, ask Ronnie Peterson

LONDON, SW11

PAUL SHARP

No candles in F1

Our sincere apologies to any of your readers who, like Mr Spice, imagined that our Nomex candle tests were carried out in mobile racing cars waiting for a crash; they were in fact conducted on a stationary table top.

It must be re-assuring to prospective purchasers of Linen Sport F1 overalls to learn that Mr Spice does not even consider laboratory testing of that material necessary. In the interests of truth we must confess to having had less confidence in the claims made for Nomex, and for that reason wished to test it for ourselves, also to have our own findings verified by the manufacturer. We do however have confidence in Dupont's despised multi-million dollar laboratory, taking the view that it was that laboratory which produced Nomex in the first place. Our tests, incidentally, have been observed by many leading drivers and by informed medical authority, both Nomex and F1 being included for the demonstration.

We note that Mr Cracknell of Jaybrand Racewear has also raised the question of an acceptable uniform test for the many flame-proof textiles, and on that point at least there is agreement. Unlike Jaybrand, we do not

offer a choice of fabrics. Customers ask us which, in our opinion, is the best overall for their purpose, and in asking that are entitled to an honest answer. The need for choice is very real if you are catering for personal taste, but when safety and possible loss of life are involved, is it ethical to offer more than one material if in the seller's opinion one product is superior to the others? And if you are uncertain that one might be better than another, how can you leave the final choice to the customer who in most cases knows less than you?

May we repeat—if and when we find a more effective material than Nomex from which to make our race-wear, we will use it. FORMULA ONE, LONDON, W1.

PETE ATKINS

CHAS STEYNE

(This correspondence is now closed—Editor)

Campaign for keeping racing

It was my recent pleasure to meet a pro-racing driver, the experience being, I imagine, somewhat similar to meeting a stock-broker on Wall Street in the 1930s. I doubt if it would have been much different had I have met a car builder or a race engine developer, but it served to show that their industry faces possibly in the very near future, problems with fuel rationing much more widespread than hit what were basically clubmen in 1955.

Obviously readers of this magazine will not need me to reiterate the reasons for not imposing a total ban on motor sport but I feel sure such a move would obviously have popular support. Last week's editorial illustrated the attitude of television coverage to a Brands meeting and one can hardly expect Bloggs, now a captive tele-viewer to be very happy seeing cars going round Brands at 4 mpg whilst his Bloggsmobile remains dry tanked in the garage.

The RAC rally was promoted by the skin of its teeth and it seems remedial action should be taken before the minister imposes a total ban on motor sport for next year.

The suggestion I submit is that the RAC as governing body institute a "save the spire" type campaign and we all donate some of our petrol coupons. The amount of fuel we need to run a full season of international pro-rata to the number of enthusiasts (or even the several thousand international licence holders) calls for a very small individual effort. News media could hardly then castigate a race meeting without mentioning the newsworthy sacrifice that enabled its conception.

I already have one pro-driver ready to donate 10 per cent of his earnings if the brainwave forestalls what must be inevitable. All others overcome with gratitude next year address as below

LEOLARY, HAREFORDSHIRE

JOHN LEWIS

Thanks Gerry

On behalf of myself and the other marshals on Post 3 (Paddock in) Brands Hatch on Sunday, December 2, I would like to thank Gerry Marshall and his mechanics and Derek Adams (I think) for adding some very welcome muscle and assistance in our efforts to extract two trapped Formula Ford drivers.

Their help made our task easier and I would be glad if you would express our thanks to them in your correspondence column.

LONDON, SE16.

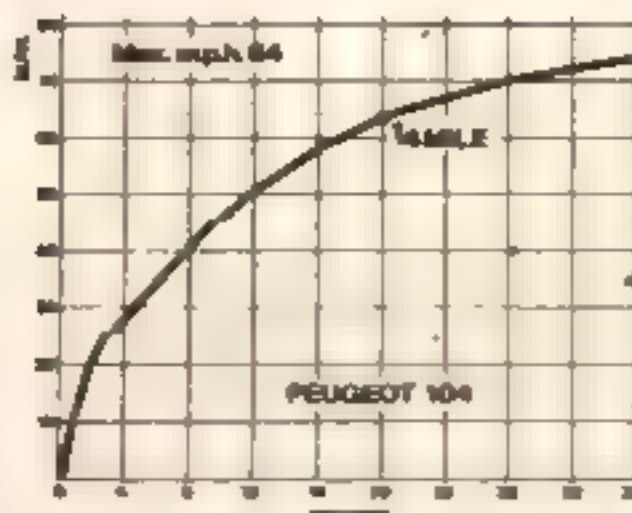
J. S. WINTER.

Seedy?

Are they re-seeding the banks at Brands Hatch to stop them receding?

TUNBRIDGE WELLS, KENT. A. TERRAPH, JR.

Road Test Review — Peugeot 104



SPECIFICATIONS AND PERFORMANCE DATA

Car tested: Peugeot 104 4-door saloon

Engine: Four-cylinder 70 mm x 62 mm (954 cc) Compression ratio 8.8 to 1 50 bhp (net) at 6250 rpm Chain drive overhead camshaft and rockers Horizontal 50 ax carburettor

Transmission: Single dry plate clutch Primary helical spur gear drive with 4.2:1 4-speed all-synchromesh 4th indirect gear box with central remote control ratios 0.828 1.192 1.821 and 3.083 to 1 Helical spur gear final drive, ratio 4.067 to 1

Chassis: Combined steel body and chassis Independent MacPherson front suspension with trailing arms at rear and coil springs all round Rack and pinion steering Disc front and drum rear brakes Bump on wheels fitted 135 SR 13 tyres

Equipment: 12 volt lighting and starting Speedometer Fuel gauge Max. ng. demisting and vent. air on system Washers wipers and washers Flashing direction indicators

Dimensions: Wheel base 7 ft 11 in Track 4 ft 2 in Overall length 11 ft 9 in Width 4 ft 10 in Weight 145 cwt

Performance: Max. m.p.h. 84 m.p.h. Speeds in gears Third 20 m.p.h. 5th 45 m.p.h. 4th 25 m.p.h. Standing quarter mile 20.2 s Acceleration 0-50 m.p.h. 4.5 s 0-50 m.p.h. 11.8 s 0-60 m.p.h. 17.5 s 0-70 m.p.h. 22.8 s

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SEMPERIT/BTRDA TRIAL**Harrison scoops main award in Kincraft**

By GEOFF HERRINGTON Pictures by COLIN TAYLOR PRODUCTIONS



Tony Harrison took the Semperit BTRDA Championship trial last Saturday by 10 points in his second outing with the Kincraft.

Despite only one previous outing in his Kincraft, Tony Harrison took the main award in last Saturday's Semperit/BTRDA Championship Trial with 10 points in hand over his rivals. Participation in the event, the high spot of the sporting trials year is by invitation based upon drivers' best eight scores in the two dozen qualifying rounds of the season. Of the 50 invitations issued half are reserved for Silver Star competitors, the less expert drivers. Qualification for the trial is by no means a foregone conclusion since a driver who competed for Gold Star awards the previous year is de-barred from mixing it with the Silver Star contestants.

The 1973 event was co-promoted with the Peterborough MC who made available the site of their Charles Pollard trial at Hoskinsons Lodge Farm, Kings Cliffe, near Peterborough. By nature the site does not extract from cars their maximum climbing potential, gradients being less severe than at some other courses. What it lacks in drama it more than compensates for in the variety of terrain and the ability of the club to lay out interesting hills which can be adjusted to suit all weather conditions. It is, in short, an ideal venue.

Heavy rain the previous day and an overnight frost made the top surface extremely

slippery, but once the grass had been removed there was a remarkable degree of traction available which improved as the day continued its almost cloudless passage. Since drivers were despatched in groups of four to the foot of each of the dozen hills there were few complaints of a bad draw, the first few cars scoring high marks but benefiting from the trail-blazing of others at later sections.

Clearly this was to be a day of low scores and an inadvertent brush with a marker pole was to incur a penalty which would be difficult to compensate for at a later time. Only once during the morning run did Tony Harrison fail to climb to the top of a section, although but for Jack Pearce his 6s penalty was not bettered. Pearce all but made the top to collect a one, but contact with course markers at other points in the circuit had robbed him of a place at the head of the field.

By the time that the first round scores had been tabulated the intensity of the competition could be clearly seen with a scrap for second place between Colin Taylor (Cannon) and Gordon Jackson (Ibex), both on 13, being shadowed by Laurie Brown in the Aberties (15) and Bill Evans (Beva) one point behind

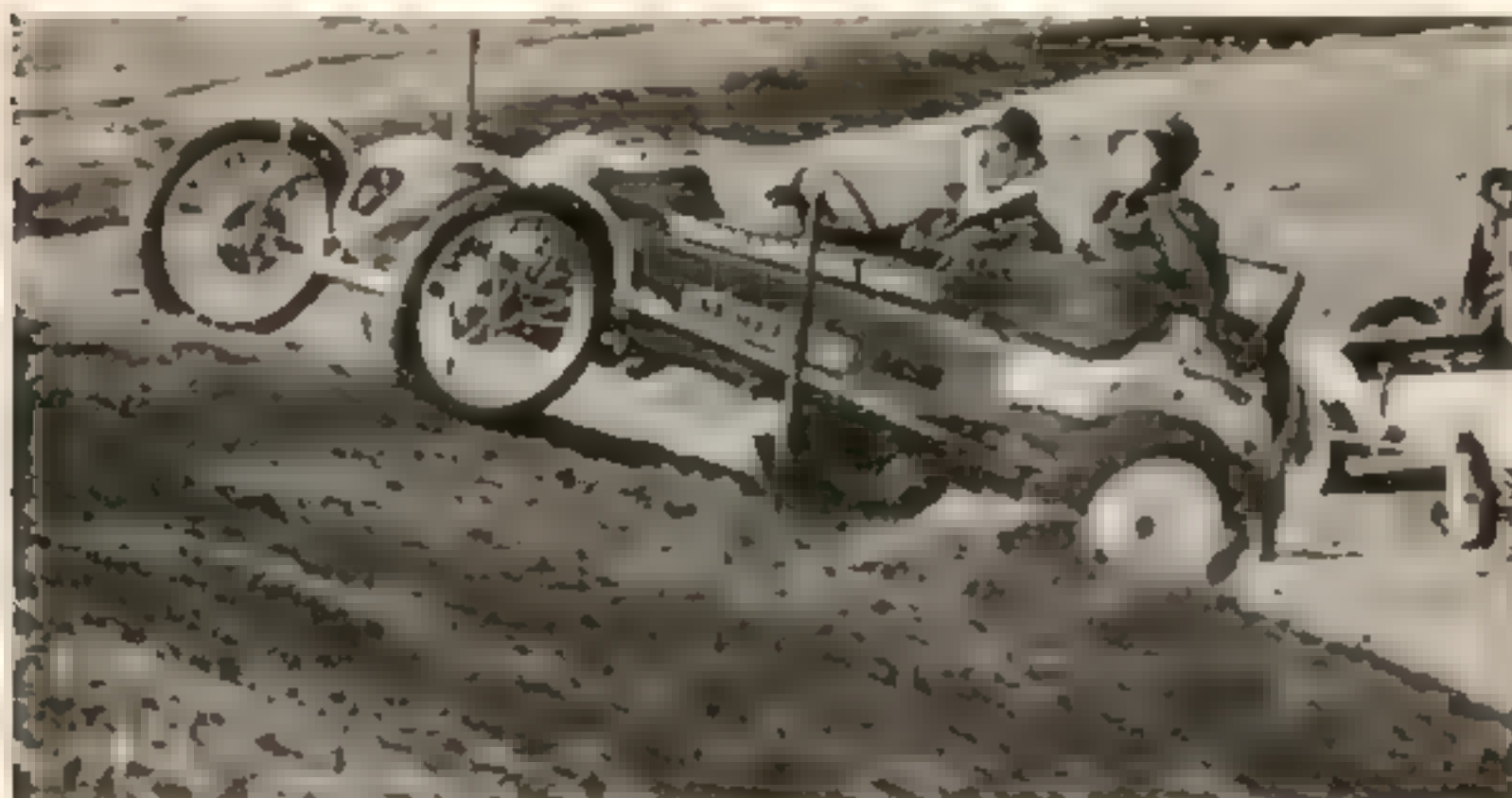
him. Bob Dayson was driving well to hold sixth place jointly with the luckless Pearce whilst those two old rivals, Reg Allen (Kincraft) and Norman Manser (Cannon) were disputing eighth spot in their vastly different machines. A promising drive by Bill Evans came to a premature end on the opening hill of the second round when the back axle cried enough and for only the second time in three years the car failed to finish.

It was at this point in the proceedings that Ivor Portlock began a remarkable recovery from a first round which by his standards was a catastrophe. The loss of no less than 44 points prior to lunch saw him 18th of the 21 starters in the Gold Star class. His second round of 10 was the best recorded and brought him into 12th place which he shared with Charles Pollard (Aberties) and Ralph Needham (Cannon). Harrison's lead over Colin Taylor had narrowed to five points by this stage with Gordon Jackson slipping back slightly into fourth place with a score of 32. However, since the gap between Jackson and third-placed man was only two marks the hunt was well on. Driving in his usual lily manner John Benson had brought his Jabs into contention after an indifferent morning.

Sports extra



Colin Taylor's Cannon took third overall (above). Last year's champion Jack Pearce with his wife, on a steep climb with his Kincraft



Gordon Jackson in his latest ibex took second place in the Championship



The latest modification to this new, neat car involves a different front axle of slightly narrower track. Over the serpentine sections of the championship course he must have been pleased not to have delayed the modification.

The final round consisted of six hills only and a shower of rain hurried drivers to their starting places in the hope of completing the climbs in the existing favourable conditions. They need not have worried, however, for the rain stopped within moments, only the unrelenting cold wind remaining to sear the exposed skin of spectators and the uncomplaining marshals.

Neither Harrison nor Portlock added to their scores, the former thus ensuring that victory was his and the latter pulling his Dryad into ninth place. With the loss of a single mark Jackson reversed the placings with Taylor and Brown whom he forced into third and fourth places respectively.

The Silver Star contenders were few in number, the entry, as usual, bedevilled with non-starters. From the outset Chris Highwood forced his Cannon into the lead and driving with a great deal of skill soon established his claim to the award. Aided no doubt by his father's advice (Peter having won the Gold Star in 1971) the single point lead at lunch was stretched to an advantage of almost 30 as last year's Silver Star winner, John Duncan, discovered that a hypnotic fascination existed between his Geko and the marker poles. Poor Duncan's misfortunes continued and as he slipped further down the field David Moore (Cannon) and Peter Blankstone both profited.

This had been one of those events in which everyone had cause for satisfaction, the BTRDA for having the good sense to involve the Peterborough Motor Club; the PMC for seeing the event run to the highest standards of organisation and marshalling; the sponsors who had the satisfaction of seeing Semperit tyres on all the award-winning cars and the competitors who could blame none but themselves for any lack of success. In this magical aura of mutual admiration the majority of participants repaired to the Bull Hotel at nearby Peterborough for the annual Trials Dinner. Having drunk everything liquid and thrown everything moveable the 1973 season was considered well and truly "seen off".

Results

Gold Star 1. T. Harrison (14 Kincraft/Renault) 25 pts. 2. G. Jackson (14 ibex Ford) 23 3. C. Taylor (1 Cannon BMC) 23 4. L. Brown (13 Abernethy/BMC) 26 5. J. Brown (13 Jabs BMC) 20 6. R. A. (13 Kincraft Renault) 20

Silver Star 1. C. Highwood (12 Cannon/BMC) 88 pts. 2. P. Blankstone (10 ibex Ford) 16 3. D. Moore (13 Cannon/Moskatch) 16 4. A. Brown (10 14 T. A. Mayer RM) 16 5. J. Duncan (1 Geko/Ford) 10 6. J. Moore (11 Cannon/Ford) 175

DRAG NEWS . . .

Cars switching hands and new rules

● The car shuffling continues in the drag racing world. Martin Hall recently buying Freddie Whittles supercharged Altered. Martin came into drag racing only this year when he bought Colin Mullen's Invader Firenze Chev around mid-season. This is now up for sale again, and he will be taking on the fastest cars in the class with the big 392 Hemi powered car. Holding the A class record at 180 mph and 8.67 s, the car has still got a lot of potential left in it, and should be easily capable of running in the 7s with terminals near the 200 mark, and after over two years, is still one of the most immaculate cars around.

● Having co-sponsored Tony Dickson's Pro-Stock Camaro last year with Duckhams, Roy Osbourne (a director of Osbourne and Son, the Sutton based insurance brokers) will be joining in the team next year with his own car the Peter Bennett Nova, which he has just bought. Tentative plans at the moment are to spray both cars in the same colours if Dickson's car is not sold, and to attract an overall sponsor for the two cars and the 474 Olds powered Popular Altered that Marshall-Dickson Racing have been slowly progressing with for two years.

● The very fast injected 283 powered Oblivion Avenger Altered with a best time of 10.9 s to its credit is now in the hands of Lawrence Burn. Lawrence has ordered a 354 Chevrolet small block for the car from the States, and will probably back this up with a BM Clutch-Turbo, which should solve shifting problems inherent with Altered design. With a central vent, usually more or less right over the gearbox, it is virtually impossible to change gear rapidly with the usual gear lever somewhere between the knees.

● Another going the same route is Roger Bishop, co-owner of the indecantly fast Strip-teaser Jag. Minivan. In 1972 this recorded a record 11.4 s time, and with a new, lighter chassis built more like a miniature funny car, the team had hoped to get into the 10 s with the car. One of their improvements was to graft a Chevrolet Muncie four speed on to the bellhousing, to hopefully speed up the slow changes of the Jag box.

Unfortunately, the box was not in too good a condition when it came into use, and gave problems, but the main trouble they had with the car was the rear axle. The extra traction they were getting with the slicks over the previous racing tyres proved too much for the axle, which broke half shafts with boring frequency—even some super strong aircraft quality steel ones they had made.

So to cure this, a '57 Oldsmobile unit suit-

ably narrowed has replaced the Jag, whilst they too will fit a Clutch-Filte transmission to get over their gearbox troubles, and with this set-up it is hard to see how they can avoid doing their elusive 10 s run. The rest of the Jaguar powered cars will certainly have a job keeping up with this combination, the Skinner brothers' Midas Mist is the only one that regularly gets on terms with them, and it will be interesting to see what they come up with.

● During his trip to the States, Clive Skilton ordered a new Donovan motor for his current car, the plan apparently being to take the present one out and fit it to the Accles and Pollock car, which will be rebuilt. He also ordered a new Ford axle and Lenco two speed transmission to update the Castrol car, which is yet to achieve its potential in this country and that must be in the 6.3-6.4 range. Clive will be returning to the States in the New Year for another shot at the Americans on their own ground if plans work out, whilst Freddie Whittle is rumoured to be taking over the driving of the Accles and Pollock car, his first dragster drive.

● At yet another rules meeting, this one held by the BDR & HRA a few days ago, some really positive progress was made towards more equitable racing in the future.

The Pro Stock rules finally got straightened out, effective in 1975. This will keep Pro Stock for modified production based cars, with no non-factory based engines, transmissions or axles. This excludes the use of Donovan type Hemi engines and Lenco four speeds, which are in fact three dragster underdrives coupled together complete with four gear levers, but no neutral position—and needless to say an astronomical price tag.

The Altered type cars will run under a Silhouette formula, and although some of the basic rules are the same, engine swaps from make to make are allowed—this could attract some of the circuit Super Saloons when they are not busy elsewhere.

Another good move came when it was decided to run the five funny cars and three blown Altered (all AA class cars) in a single Pro-Competition class. Although the two types have run together on occasion, and in fact would eventually prefer to have separate eliminations, this will make very exciting racing, and also lead to a healthier situation for the B class cars, most of which are running pump fuel, and wish to stay this way. With the existing cars and the new ones being built or rebuilt, this too should be a close-fought class.

The Top street set-up will also be improved with a capacity to weight system, with the more modified cars carrying greater weight. Although all these rules have to be finalised and agreed with the NDRC, it does look as if the sport has taken another positive step forward.

Spencer declared championship winner

With the cancellation of last weekend's Ildey event, Geoff Spencer has been declared winner of this year's BT RDA Production Car Trial Championship.

Spencer, from Sutton Coldfield, achieved a maximum of 90 points for nine class wins from the 18 rounds and he pipped fellow Dudley member Denis Wells by one point. Spencer used his Mini and Mini Cooper to gain his first major success in the championship in which he has been competing since 1964. Behind Wells three drivers finished on 67 points. Third place goes to last year's champion Bill Moffatt (Imp), fourth to sports car addict Mike Harrison (Midget) and fifth to Mac Hazlewood (Mexico) who expects to campaign a Dellow regularly in 1974.

Aintree dates in 1974

The Aintree Circuit Club are continuing at Aintree in 1974. They will continue to stage their club meetings with one or two National Championship rounds included too. There are four dates booked for 1974 all being on Saturdays. They are: April 6, June 8, August 3, and September 21.

No penalties for Julia

A week of ice and snow completely altered the nature of the planned tests at the King's Lynn & DMC Production Car trial on Sunday 2nd December, the club using yet another new site—this time at Blackborough End. Julia Mortlock gave all the more males the slip by circulating her Renault free of any penalty throughout the afternoon.

The event started with a bang, Stan Rolfe inverting his 1300 Mini on the first climb after tackling the test rather like a special stage. Chris Sutcliffe deranged the suspension of his Mini on the same bank and Nigel Pack did a one-wheel landing on test 4 to the detriment of his 1300's gearbox. With a score of only 2 penalties after the morning runs, Stan Rolfe (Mini), the closest challenger to the Mortlock Renault, but he failed to complete the afternoon sections. Ivan Cunningham's chance of an overall win went with an "11" on the third climb, particularly galling as he cleaned all the remaining hills.

Mike Turner, sharing the McRae Renault with Julia Mortlock took an "8" on the same test as hampered Cunningham but was still able to win his class. More sports cars appeared than usual and while Brian Annible soon put his Spitfire well into the class lead, John Webber, Judy Hamay (MGs) and Roy Harrison (TR3A) finished with just a single mark between them in the struggle for the second placing. Stan Rolfe, who scored a seven at his inversion cleaned all the remaining hills to take the final class.

Overall: Stan Rolfe (Renault) 0 penalties. Class winners: Stan Rolfe (Mini) 11 penalties. John Brundage (Toyota Celica) 28. Mike Turner (Renault) 8. Brian Annible (Spitfire) 28. Stan Rolfe (Mini) 7.

In honour

Following the success of Alastair Macfarlane in winning the Scottish Autocross Championship and the West of Scotland Championship for the second year in succession, plus the success of other drivers, East Ayrshire CC held a dinner dance last Friday at Cumnock, in honour of Macfarlane and six other drivers among whom was Scottish Rally Champion Drew Galloway.

Roger Bishop in Stripteaser leads Mick Gleadows' 302 Chev Anglia off the line at Blackbushe.



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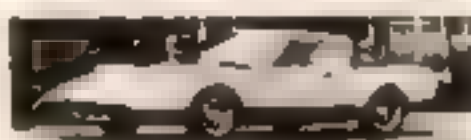
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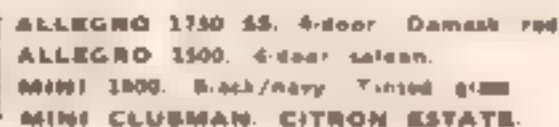
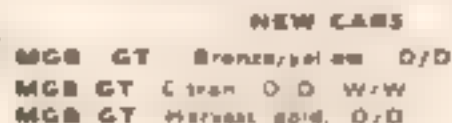
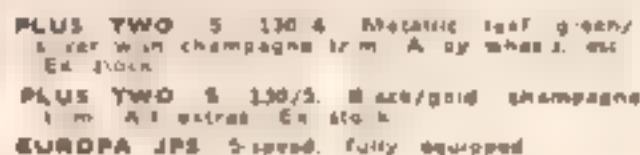
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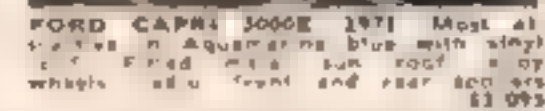
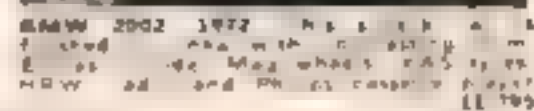
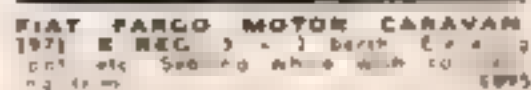
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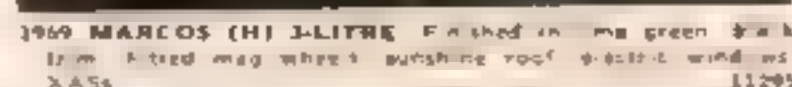
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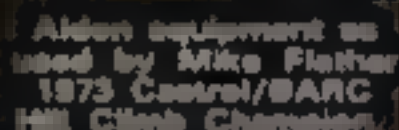
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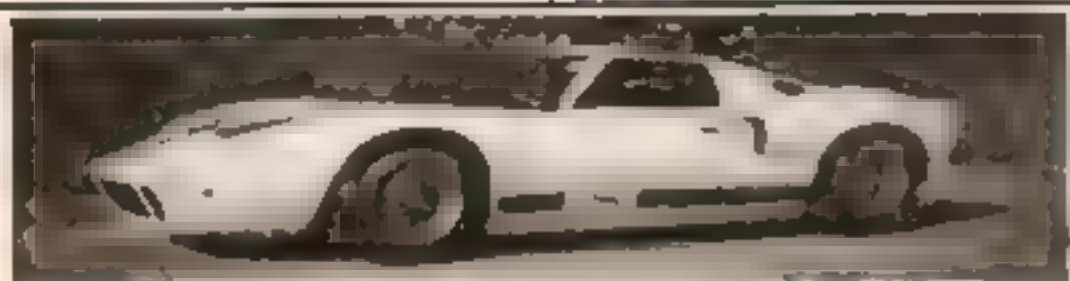


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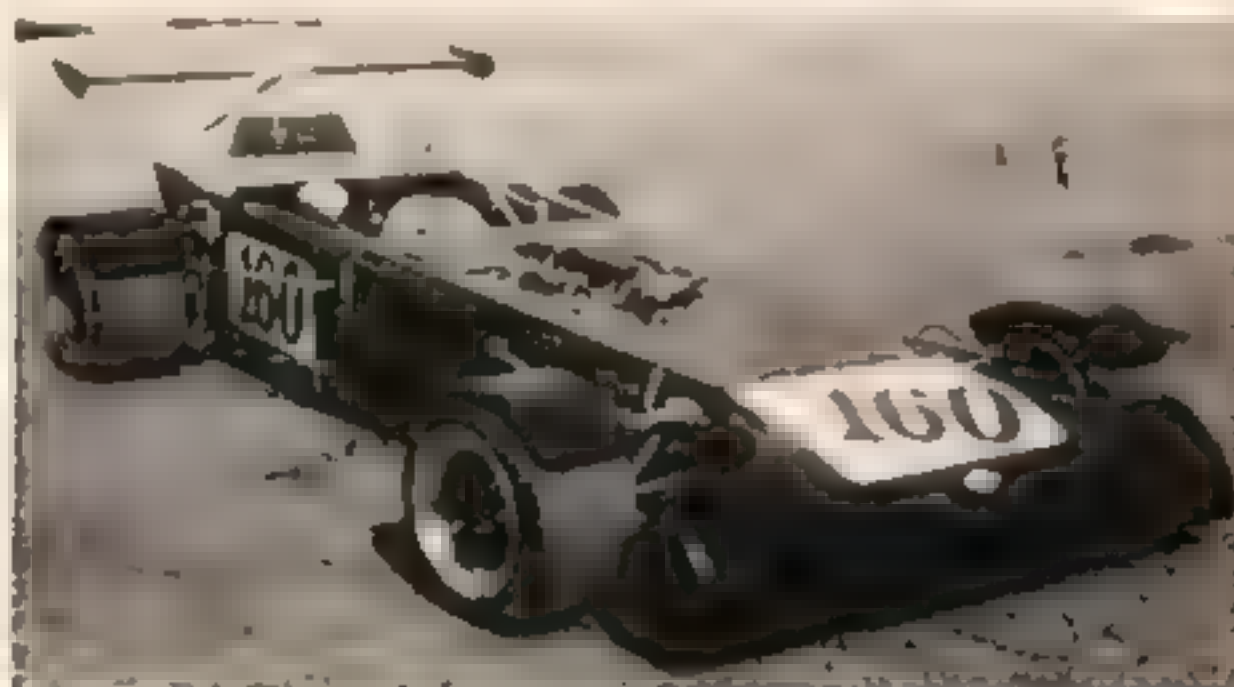
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F843, F844, F845, F846, F847, F848, F849, F850, F851, F852, F853, F854, F855, F856, F857, F858, F859, F860, F861, F862, F863, F864, F865, F866, F867, F868, F869, F870, F871, F872, F873, F874, F875, F876, F877, F878, F879, F880, F881, F882, F883, F884, F885, F886, F887, F888, F889, F890, F891, F892, F893, F894, F895, F896, F897, F898, F899, F900, F901, F902, F903, F904, F905, F906, F907, F908, F909, F910, F911, F912, F913, F914, F915, F916, F917, F918, F919, F920, F921, F922, F923, F924, F925, F926, F927, F928, F929, F930, F931, F932, F933, F934, F935, F936, F937, F938, F939, F940, F941, F942, F943, F944, F945, F946, F947, F948, F949, F950, F951, F952, F953, F954, F955, F956, F957, F958, F959, F960, F961, F962, F963, F964, F965, F966, F967, F968, F969, F970, F971, F972, F973, F974, F975, F976, F977, F978, F979, F980, F981, F982, F983, F984, F985, F986, F987, F988, F989, F990, F991, F992, F993, F994, F995, F996, F997, F998, F999, F1000, F1001, F1002, F1003, F1004, F1005, F1006, F1007, 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Formula 1 Seasonal Survey 1973



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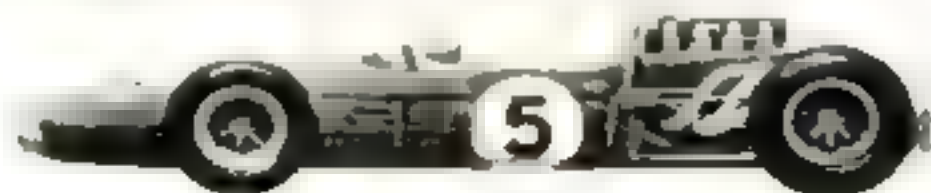
1963 LOTUS Jim Clark



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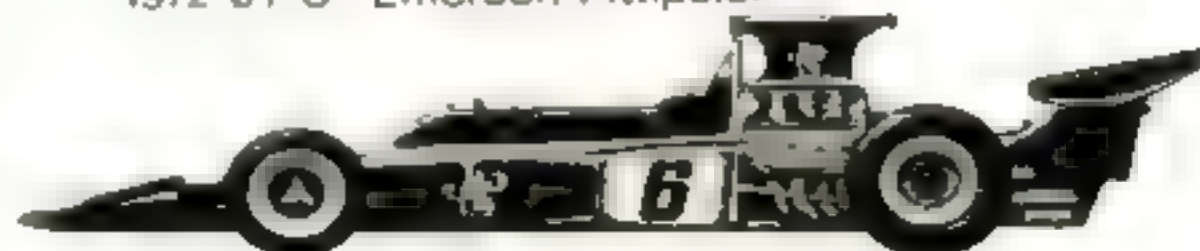
1970 LOTUS Jochen Rindt



1971 TYRRELL Jackie Stewart



1972 JPS Emerson Fittipaldi



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contents

-
- 2 Seasonal Survey : The last year of Stewart
-
- 19 The Frank Williams story
-
- 22 Profile : Niki Lauda
-
- 24 Prix Rouge at Blanc Joseph Sivert
-
- 24 The Marlboro running race
-



1973 F1 Season: Last year of Stewart

Formula 1 Seasonal Survey by PETE LYONS



Ronnie Peterson sweeps through the streets of Barcelona ahead of Denny Hulme, François Cevert, Jackie Stewart, Jean-Pierre Beltoise and Niki Lauda.

To express it simply, the 1973 Grand Prix season was: the Third Year, and the Last Year, of Jackie Stewart.

He had to fight for his third World Championship. Some observers had suggested he was beyond his peak, but every time he climbed into his Elf Tyrrell Ford, whether to race or merely to test, he demonstrated that his prowess was at its maximum. He won five GPs—a third of the year's total—two of them so thoroughly they were complete Stewart dominations from start to finish. He also won the single non-championship F1 round he entered. In virtually every other race he was strongly in contention at some stage at least, and even on those occasions when his car was unmatched to the circuit he still put every nerve-end of his brilliant ability into driving.

One could always see this. His style was such that his effort was visible; he was smooth, precise, consistent, but the work he was doing always showed. The car would twitch and skitter and his hands were a red-gloved blur, and by the quick darting glances of his helmet and the careful selection of line and pattern one could sense much of what were presented to the driver as adversities. These he faced without reservation. From watching him drive, it was impossible to guess that early in the season he had decided, privately, that it would be his last.

In Argentina he played an excellent protective game on behalf of his teammate François Cevert against the defending Champion Emerson Fittipaldi, until a puncture dropped him from position. In Brazil, despite his car being hopelessly unsuitable, he drove at ferocious one hundred per cent effort in chase of Fittipaldi. In South Africa a brake failure in practice sent him off into catch-fencing and a wall at high speed, but within minutes he had put aside the shock and qualified Cevert's car, and in the race after slipping through a multi-car accident he won with astonishing ease. At Silverstone he stayed on the road during a snowstorm that sent leader Ronnie Peterson spinning off and won despite a slow puncture. In Spain he was in second place when another brake failure nearly caused another crash (it was Fittipaldi's turn to win on a flat tyre!). In Belgium he was a leading voice in a general rebellion of drivers against a demonstrably improper track surface, yet he settled down to race anyway, and won, and then said his victory didn't change matters, the track surface was still improper. At Monaco, in his favourite Grand Prix, he was unmatched from the first lap of practice to the last lap of the race; he even had the ability to toy with the fiercely pursuing Fittipaldi at the end, and in every way it was a nappy storybook weekend for this man who is so alive to the ambiance of



BRM team leader Clay Regazzoni heads his much improved team-mate Niki Lauda.

Monte Carlo

Next was Sweden, and Stewart was locked in a tense chase with the John Player Special and Yardley McLaren teams when again his brakes failed. In France he started from pole and was hotly embroiled with the same opposition when a puncture required he stopped in the pits; when he rejoined he drove his hardest and worked up to fourth by the end, striving for the points that put him ahead of Fittipaldi (who retired in a shunt). In Britain he jumped from fourth on the grid to first past the surprised Peterson in two corners—then the race was stopped by a mighty accident amongst those behind. At the restart Jackie found the JPS driver more of a problem, but nonetheless felt he would still be able to get by and win, and started to try—when a gear selection fault gave him second instead of fourth on a downchange and sent the Tyrrell weaving wildly off to the inside of the track. A stop was required to set the derranged nose-piece back in place, and here before his home crowd was one of the very few times Stewart did not give his absolute best in a come-from-behind drive—because to do so would have interfered with a great four-car struggle for the lead, amidst which he found himself when rejoining.

The win that set him above the total wins of all other World Championship drivers came in Holland when Peterson blew up his car, but it was marred nearly at the start by the fatal accident to Roger Williamson which cast a joyless pall over the victory celebra-

tions. A week later in Germany, Stewart scored his fifth GP win of the year after a demonstration of driving that went unmatched on the circuit that presents F1

drivers their greatest challenge, the Nürburgring.

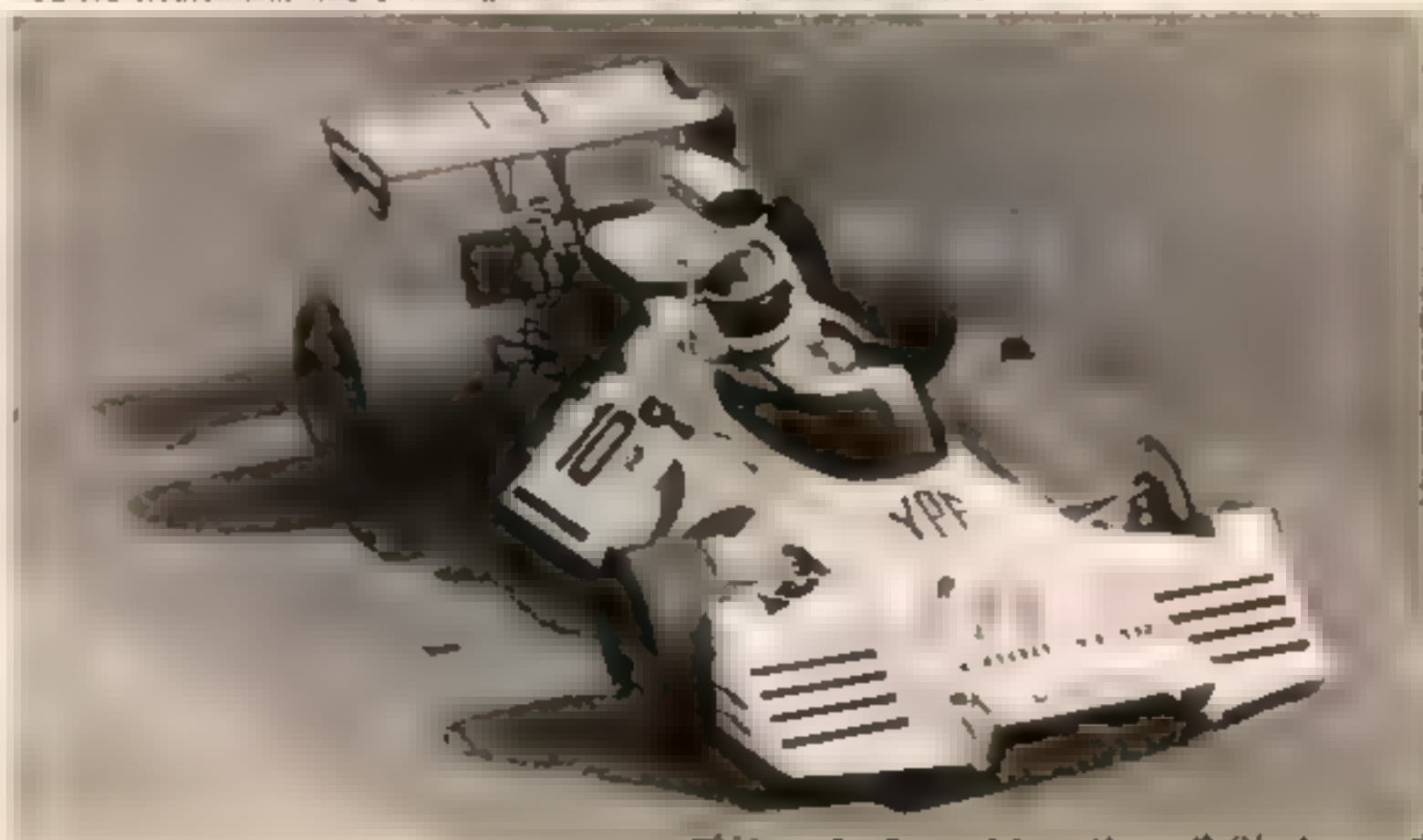
The rest of his series went somewhat downhill. In Austria his car was again unable to stay with the JPS team, although he persevered with his personal best effort and came second at the end. It was enough to virtually assure his title on points, and clinching it came three weeks later in Italy. There he finished fourth after an outstanding catch-up drive from 20th place following a stop to change a punctured tyre. The Grand Prix of Canada, which he had dominated last year, was cast into shambles this time by a change in weather conditions and the inaccurate deployment of a pace-car; Stewart was besides all this not really in the hunt and ended up fifth. It was his last race. In practice for the United States GP François Cevert was killed, and Ken Tyrrell withdrew the team.

It would have been the triple champion's 100th Grand Prix, but with an announcement a week later he voluntarily ended his career at 39—and 27 victories. It was a record unequalled since the inception of the formal World Championship, and one that cannot even be approached for some years. In retiring when he did, at the unquestionable top of his form after a season in which he won repeatedly in fair battle, he took a decision that apart from any practical or personal reasons was right artistically. Few men in any sport have been able to close their careers on such satisfactory a note. Jackie Stewart's last season cements him firmly amongst the very greatest in motor racing history.

Of course, there was much else of note about the 1973 season. It was a long, grueling schedule with three more major races than the year before, and there was racing enough for many memorable drivers. Broadly it was, as in 1972, a two-man struggle between Stewart and Fittipaldi. A year ago, Stewart missed a race and was off form in others because of an ulcer. This time it was Fittipaldi's turn to have a physical handicap. In practice at Zandvoort a proprietary wheel collapsed in a corner and sent the JPS hard into a barrier, the injuries to the tendons of his right foot certainly cost Emerson his fair chances of defending his Championship in the latter half of the season.

In the first part of the year the Brazilian won three out of six and finished the others in the first three. At home in South America he won both at Buenos Aires, after Stewart fell back out of the way and gave him a clear shot at Cevert, and again in his own city of São Paulo where the John Player Specials were uniquely at home on the rough track surface. They were less well tuned to the Kyalami circuit, where Fittipaldi nevertheless put up the fastest race lap in an unrelenting long chase of Peter Revson's Yardley McLaren for second place.

Carlos Reutemann had a very good season in the Brabham BT42





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Before the European season started properly he contested the pair's championship British meetings, retiring early at both Brands Hatch and Silverstone with mechanical trouble. He had trouble too at Barcelona, a rear tyre going down flat—but he won regardless! (Conversely Ed Ackland's son, who besieged later in the year by well-meaning people was found fault with the current state of the tyre pit like the center with Emerson's victory in Cologne's T100 Mobility Tyre.) At Zolder he got involved in a keen dice with Stewart, which as their cars dropped out moved him ever higher to in a ninth place start into the lead but his fuel system gave trouble and dropped him to third

at the end. At Monaco he chased Stewart as hard as he could all the way and finished second—and collided with the winner and spun right round in the final lap.

At Anderstorp he began a run of four consecutive brakes, then a shunt with Jody Scheckter at Pau. Ricard drove shaft at Silverstone again and a very close race with his first trouble at Zolder, in each case but the last he had been strong in intention in a no place before dropping out. At the Ring he was still in some poor with his first but he was troubled more by another case of fuel pressure falling and had to drive very hard to end up sixth, just inches ahead of Jochen Mass and Jackie

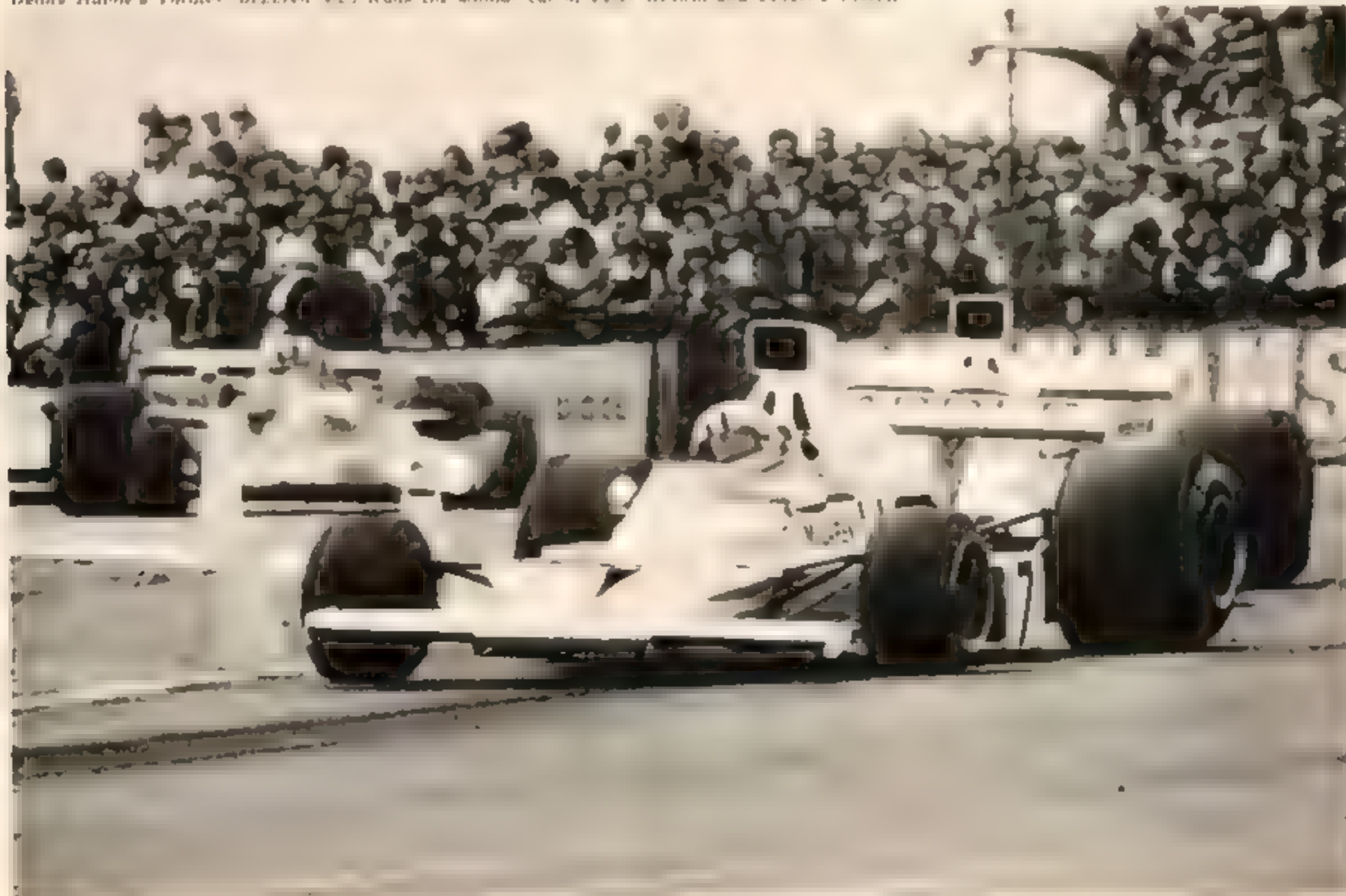
Oliver.

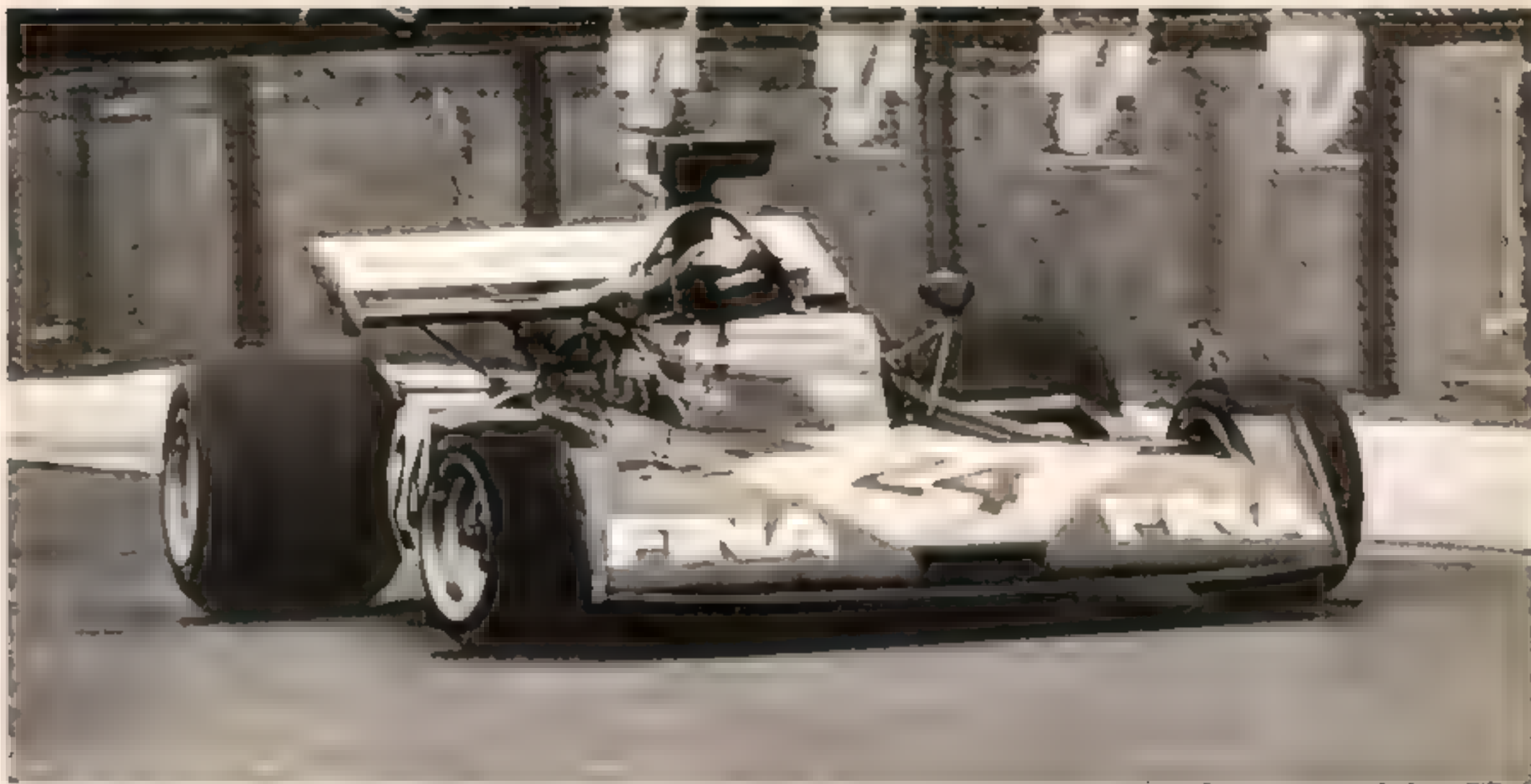
Obviously Emerson Fittipaldi was not going to lose his title with a fight and at Österreich he set up his first—and only—pole position of the year. With Peterson he simply ripped away with the race and was leading with half a dozen laps to go when of all things a rubber fuel hose pulled loose. There was still a slim mathematical chance of gaining back the points situation. It depended on his winning all three of the final races where Stewart finished very low down in each and again at Monza the pair of JPS cars found themselves easily in command of the race. In Austria Peterson had waved Fittipaldi by to let him win but in Italy that didn't happen. The two drove around the whole distance nose to tail. Ronnie stayed ahead and Emerson was only second. Meanwhile Stewart did everything he had to do and settled the championship.

In the curious Mosport race Fittipaldi did actually lead at one stage and in a spectacular catch-up race after the pace cars' inaccurate separation of the field dropped him a lap behind he caught up Jackie Oliver's GP Shadow and, as some people thought at the time, won. But Revson was also let into the winners' enclosure and a long, careful rechecking job showed he had won instead. At Watkins Glen Fittipaldi started third on the grid but soon into the race his car started handling badly and he dropped back, when Scheckter had a washbone break right in front of him the JPS driver flat spotted his tyres and lost another position in a pit stop. He finished the year's last race sixth and the year itself second with 55 points to Stewart's 71. Fittipaldi had won three races, finished second three times and third and sixth twice apiece, while retiring five times. Stewart had started from pole three times, won two GPs, scored two seconds, a third, two fourths and two-fifths, a single tenth and retired once, one time out of his 14 starts.

Fittipaldi's equine Number One teammate Ronnie Peterson had roughly opposite

Denny Hulme's Yorrlux McLaren M21 leads the similar car of Peter Revson and Coventry Tyrod





Surtees had an unhappy year but Carlos Pace's TS14 put up some good showings at the end of the season

fortunes. Ronnie started the year with retirements from four of the first five events, but then in succession scored a third, a second, and won his first ever GP victory in France. He went on to win three more times (but also to retire three more times) and came a close third in the championship. With his nine pole positions, and the fact he was almost always extremely fast while he was running—Ronnie Peterson lead 11 of the 15 Grands Prix of 1973—he established by record what most people had predicted on form: that "SuperSwede" was going to emerge some day as one of the true greats.

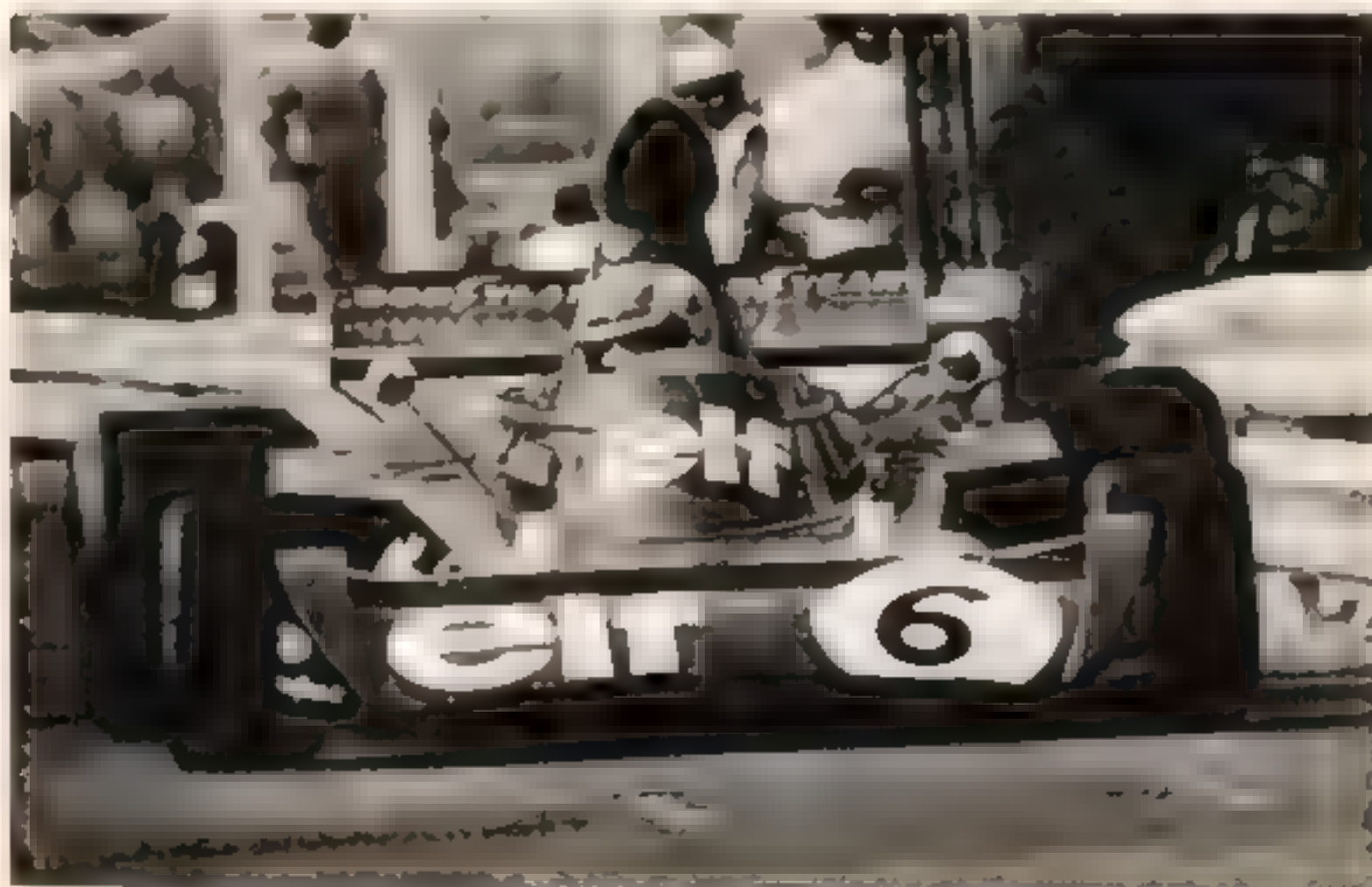
The tragic death of François Cevert at Watkins Glen robbed motor racing of one who was just on the verge of establishing a top rank position. A skilled, controlled, intelligent young man, he scored six fine second places this year, three of them as back-up to his team leader. In several races—Argentina, Belgium, Monaco—he showed startling brilliance in the early stages and

there were some excellent catch-up drives as well. His two retirements from 14 starts were due not to breaking the car but to involvements with other drivers and while trying to overtake. He was frequently second or third on the grid, and in fact four times he qualified faster than Stewart. Of course in his sports car drives with Matra he was outstanding. As late in the season as Austria he was holding second place in the GP championship behind Stewart, and it was widely anticipated that upon Jackie's retirement (whenever it should come) François would come into his own as Tyrrell team leader where his clean style and disciplined ability might well make him a consistent winner. His loss was a big blow to the sport, but perhaps the saddest part of it was that he never quite had the chance to prove himself on Number One terms.

The two Yardley McLaren drivers Peter Revson, with two GP wins, and Denny Hulme with one this year, took fifth and sixth in

the title chase, emphasising that there were three major teams at the very top of the sport. With Jody Scheckter, who was always a force in the five races he drove for the team (he lead the first two, but retired from all five) the Kiwis were almost always in serious contention. The M23 drivers lead four Grands Prix as well as at Brands Hatch, and in several other races they were right up inside the leading bunch. It was more often due to bad luck and small-scale problems that they did not displace some of the Tyrrell and JPS men in the overall picture. Hulme gained the first GP pole of his entire career in the new M23's debut in South Africa and looked like winning easily, until punctures from debris left over from the big accident dropped him back to fifth. His finest hour came in Sweden, where he started sixth and spent the first part of the race merely hanging on in the background; a pit stop almost came about when his throttles were jammed by dust, but just before the point of decision they suddenly freed and Denny put his bearish head down, switched off the rev limiter, and set the fastest race lap catching up to the leaders. He was right up with them all, looking for a way by, when one by one they suddenly dropped back with assorted troubles and he won, Revson's first victory in his two years of Grand Prix racing (neglecting his period in the old 1½-litre formula) came at the British round, where he put pressure on Peterson all the way and passed into the lead when the JPS man, with dodgy handling, slacked off on a briefly damp track surface. His second win was less convincing, obscured as it was by the confusion attending the Canadian race, but in the middle of all the controversy, before the official decision, Revvie was stalwartly confident of the results. He knew who had won.

These were the consistently noticeable drivers, but in the long season from January to October many others earned space in the spotlight. There was James Hunt, undoubtedly the pleasant surprise of the year, who showed a skill and maturity—not to mention a turn of speed—that astonished everyone. The Hesketh March emerged to be a real force, usually the quickest car on "the other" brand of tyres, and in his first F1 season the former "James Shunt" finished sixth in his second race in France, a very close fighting fourth in his third in Britain—where he set fastest lap—a fine third next time in Holland, and after a less happy interval bounced back to



François Cevert had his best ever season until he was tragically killed at Watkins Glen

AP Lockheed, AP Borg & Beck and AP Purolator helped Jackie Stewart win the World Championship.

Jackie Stewart chose Lockheed brakes for his Formula 1 Tyrrell-Ford.

He also chose a Borg & Beck clutch and a Purolator oil filter.

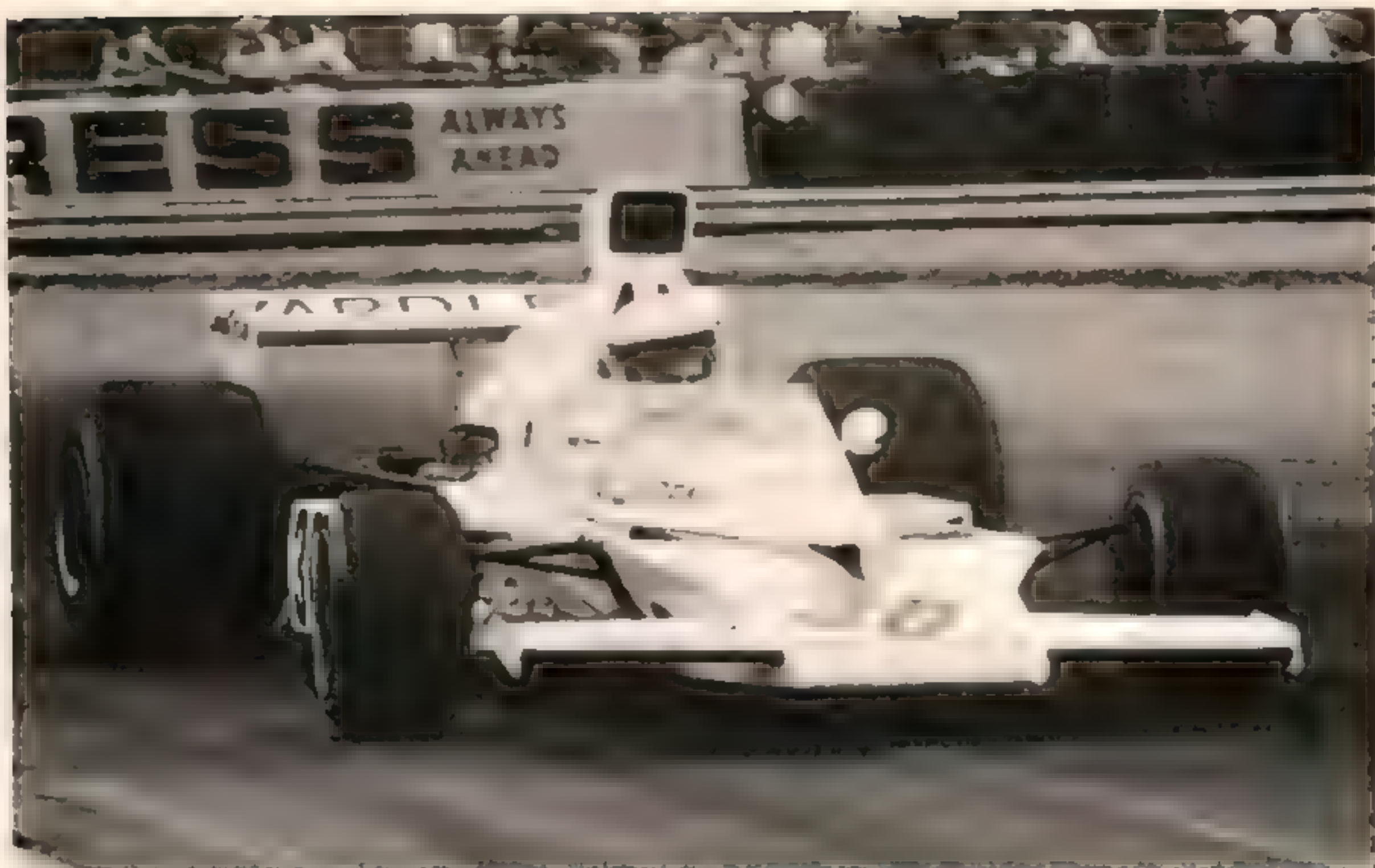
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Jody Scheckter was extremely rapid at all times in the Tyrrell McLaren but did not finish any of his five races.

chase Peterson all the way through the USA race, set another fastest lap, and finished second by less than a second. He only "shunted" once, in practice at Monza. (He did have a brush with a guardrail in testing at Aintree when a tyre lost pressure, and a practice crash at Silverstone when a wishbone broke.)

Niki Lauda emerged as a very quick and determined young man, around the middle of the year starting to show more speed than his two Marlboro-BRM team-mates. He had some fine drives, notably at Monaco, Silverstone and Mosport (where he led) but there were a few nasty crashes. One of them, at the Nürburgring, wrote off another of BRM's many destroyed chassis and caused the Austrian to miss his own country's GP with a broken wrist. But he persevered and in the last few races showed he'd lost none of his speed. Indeed, it may well be that had he not made two stops for tyre changes at Mosport

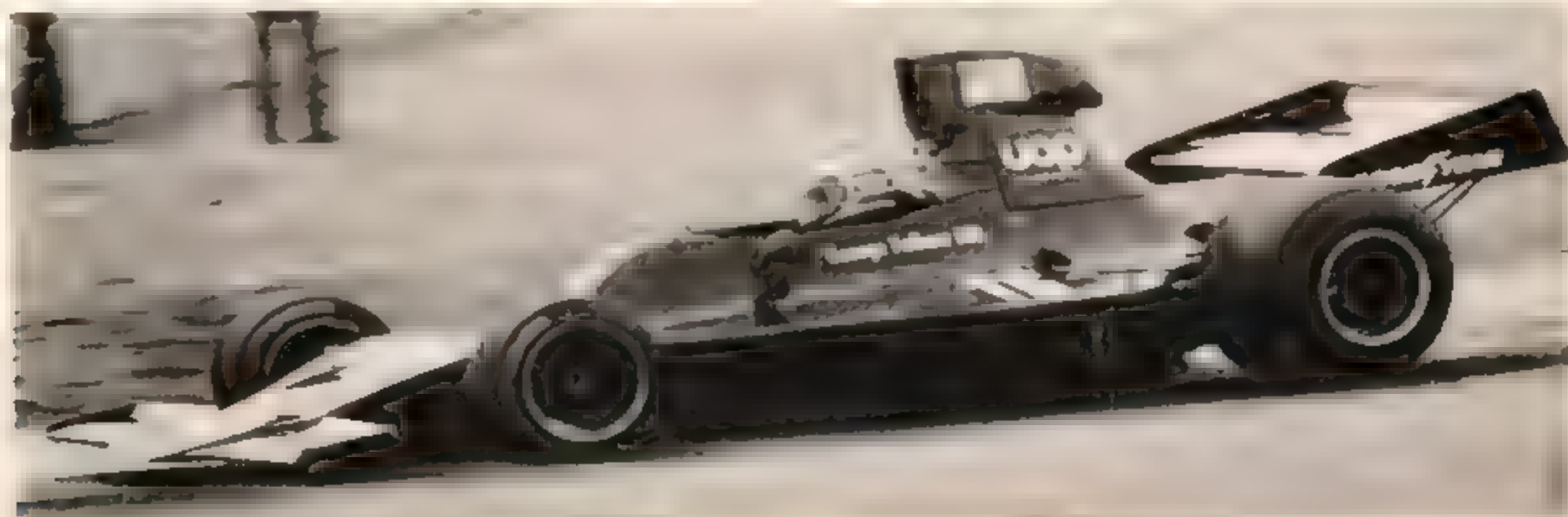
he might have won the Canadian GP. Another to shine several times was Carlos Pace, who at Interlagos and Zandvoort moved his Surtees-Fina from midfield to nearly the front right at the start, and at the German and Austrian 'Rings did fastest race lap. Carlos Reutemann was often impressive, with a couple of fourths and a third. Jackie Ickx started the Brazilian GP from the front row, only to make a pit stop with a cut tyre; later when he broke with Ferrari he did himself a power of good by being very fast and running into third place ahead of everything but the two Tyrrells at the Nürburgring in a borrowed McLaren.

Graham Hill was occasionally able to show some of his old form in his Embassy Shadow, especially at the French race. George Follmer made his F1 debut with honorable placings at Kyatami and Barcelona, while Jackie Oliver often drove with fire and actually led Mosport. Unfortunately for all three men the Shadows in their first year were troublesome.

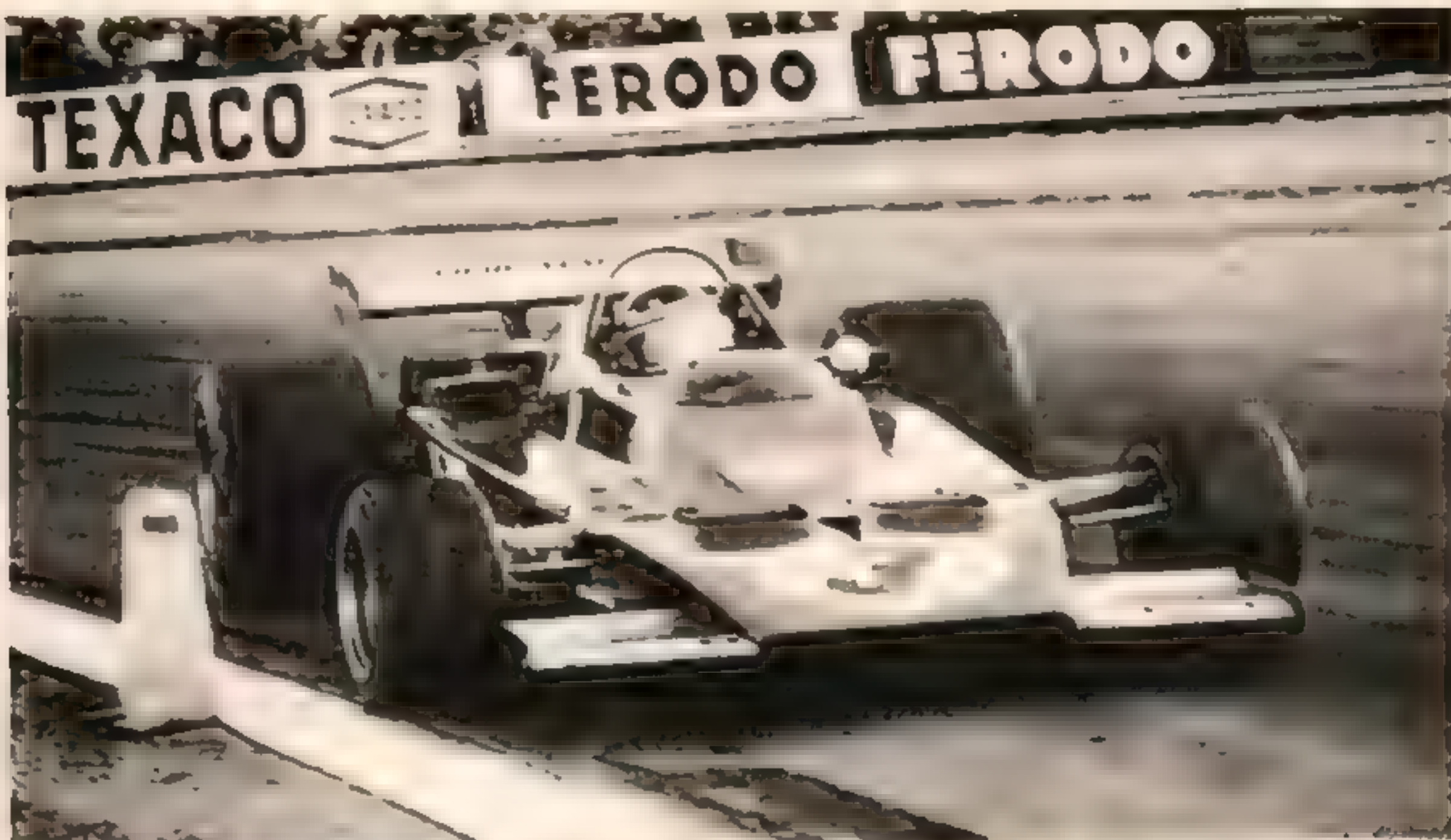
This, in fact, is an aspect of the game which is difficult to see in bare records of races won and lost. At various times things meshed properly for various drivers and attention was drawn by Wilson Fittipaldi (Jean-Pierre Jarier, Clay Regazzoni, Chris Amon, Mike Hailwood, Howden Ganley, Jochen Mass. In fact, almost everyone who participated this year had occasional moments when they shone, if only with comparative brightness.

Of the 43 men who made at least one GP start in 1973, about 30 participated more or less regularly. Each one of them, even the ones who did not score any points at all had at least one day when everything clicked, when the car, the engine, the tyres, the team, the race circumstances, all worked in such a way that these drivers were able to prove to themselves that they were legitimate F1 drivers. Motor racing must surely be mankind's most frustrating pastime. More often than not one of the many necessary elements

New combination: George Follmer and the UOP Shadow. The season began well but tailed off towards the end.







Jackie Stewart trying his hat-trick at Monaco (left); Jacky Ickx had a miserable time with Ferrari (above) while Arturo Merzario, seen at Interlagos, at least lasted the season with the team

falters, but each of the regular men can look back on this year and find some justification for facing their future with encouragement and confidence.

Statistics can be a bore; an old saying observes that, "Figures don't lie, but liars can figure!" But there was a large enough quantity of racing this season to enable some reasonable conclusions to be drawn from a study of numbers. For one thing, none of the 18 GPs were won by anything other than a "kit car" using a Ford Cosworth engine and running on Goodyear tyres—this in contrast to 1972, when there were five winning manufacturers using three different engines and two tyre brands. This year Firestone started off well with a pole position for the first race (Regazzoni). On a couple of other occasions they had a car in the lead of a race, and several fastest laps were set by their drivers. But in terms of victories there seemed to be only one "hot set up," and those teams without it were (in retrospect) doomed to frustration.

In fact of the 12 different marques contesting the series only three were race winners. Team Lotus lost the drivers' Championship but they did earn the constructors' title from Tyrrell, 82 points to 82, seven wins to five. McLaren gained three victories and 58 points, Brabham were hovering on the point of success most of the season and finished fourth with 22. March with 14 just beat the 12 each scored by BRM and Ferrari—curiously enough, the best two of the three contenders who chose to build their own engines and transmissions. Next along trailed Shadow with nine as a result of this American firm's first season, then Surtees with seven, Iso with two and Tecno at only one. Ensign, the other newcomer, in six races did not score any points at all.

So the best car on results seems to be the JPS, but a somewhat different picture emerges from a calculation of race retirements which indicates something of how individual teams used their resources. One definitely wanted to be a Tyrrell driver this year if one was interested in finishing races. Throughout the GP season there were a total of 350 starts made, and 155 retirements—a finishing ratio of 56 per cent. Tyrrell cars started 30 times



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(in 14 races) and retired but three times—a 90 per cent finishing record. Two other teams came somewhat close to this, McLaren and Ferrari bringing 74 per cent of their starters to the finish line. Iso and Team Lotus beat the average with 61 and 60 per cent respectively—so from this point of view a JPS was only the fifth most desirable car.

BRM with the most total starts (44) finished 52 per cent of their cars, while the Ensign was running at the end of exactly half of its six races. The Shadow drivers of both teams aggregated a figure of 47 per cent, just ahead of all Brabhams at 46. All Surtees drivers made it to the chequered flag 40 per cent of the time, while those who drove Marches totted up a 39 per cent finishing ratio. The Tecno was running at the end of just one of its four events. Ranked in this way there is only occasional correlation with the order on points earned—which suggests perhaps that with better reliability such manufacturers as Brabham and March could have threatened the Top Trio.

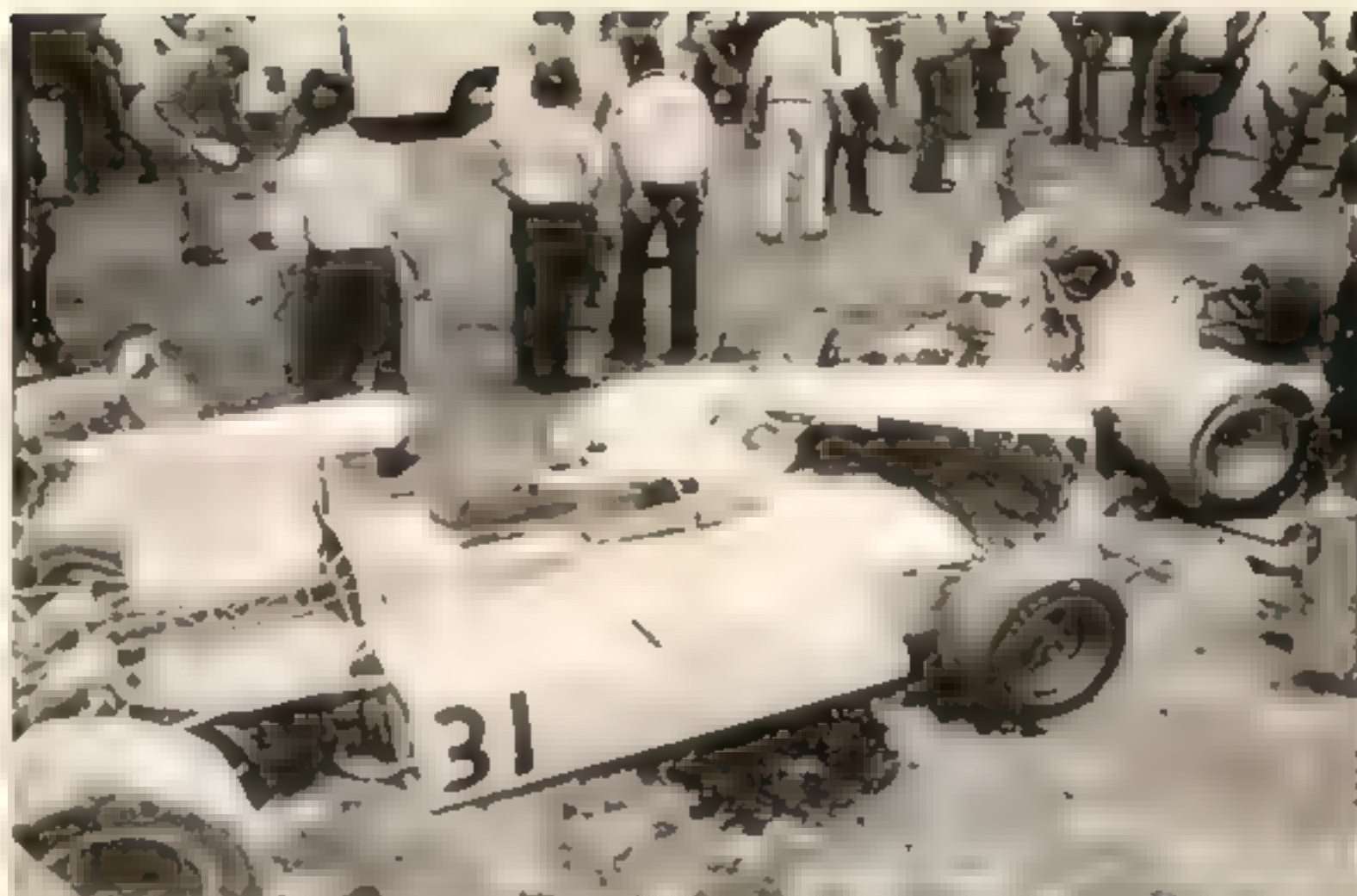
(Certain teams may protest that their own records are better, that the percentage of their marque was dragged down by other entrants; similarly many retirements were not due to mechanical failure of the car. But manufacturers count points earned by any one driving their chassis, so they must also accept losses suffered by anyone.)

During the year it was interesting to watch how, as the circus moved from track to track, individual cars proved more or less competitive on the various surfaces and circuit layouts. At Interlagos, for instance, the JPS was by far the best car, handling the badly rippled surface with marvellous equanimity and allowing the drivers to throw the car into any attitude they pleased and still maintain perfect balance. Yet at the next place, Kyalami, the long main straight found them as much as 14 mph down in maximum speed and no matter how much quicker they might have been through the twisty sections they could not prevent other cars going ahead on the straight and staying there.

Indeed, this was a subtle change in F1 technique that emerged over the course of the season: it became increasingly important to get along the straights quickly. Because as times goes on the "kit cars" become more and more similar, their crews learning better and better how to prepare the basic standard bits to give their best, the individual marques become more and more capable of the same lap times. It used to be that one's lap time around the circuit as a whole was the critical thing, and with the introduction of aerofolds and other downforce-producing devices all the emphasis was on going around corners quickly. But recently, as at Argentina, South Africa, Sweden, France, those cars with a bit more efficiency in a straight line have had a clear advantage. The new McLaren proved to be very fast on the straights, and that was important at Kyalami and again at Paul Ricard. At Watkins Glen, James Hunt said he was able to stay with Peterson's JPS because of a significant speed advantage of the March on the straight. Thus, it became increasingly important for drivers to strike a balance between downforce (high wing angles) and low drag (which made the car feel less good in the corners), and for designers to draw up clean cars.

Another subtle change was the decreasing advantage one car had over another in braking performance. As the brake designers from Girling, Lockheed and Ferodo improved their systems, and of course as the tyre designers made advances, drivers were able to go ever more deeply into the approaches to corners before lifting off. That meant that with every improvement, which spread throughout the entire entry field, there was simply less and less room in which to carry out overtaking manoeuvres. More and more frequently, it seemed, one heard drivers complaining, "There's no place to overtake at this circuit." This growing situation reinforced the necessity to have an aerodynamically clean car on the straights—the arrangement of his standard masses became increasingly the designer's only way of beating his rivals.

As the major aspects of racing car perform-



The remains of Moss, Surtees and Peterson's BRM after the Silverstone shunt.

Peterson leads Stewart, Pace, Covert and Hunt in the opening stages of the Dutch GP.





Following the Dutch tragedy, the pace car rule was introduced and first tried during practice for the Austrian GP

ance became more and more similar the emphasis was placed increasingly on the fine tuning of the smaller details: the characteristics of springs, of dampers, of wheel movement, the arrangement of weights and distribution of loads, and so on, into a grey world of only partially understood principles. There was very little that was new technically in 1973. The greatest experimentation was in the area of wheelbase and track alteration (JPS, Tyrrell, Iso, Shadow) and only Ferrari took a second breath and greatly modified a car at mid-season. There simply wasn't time during this very closely packed GP schedule to have second thoughts. (Providing the head scratching over a troublesome machine created any!) A car was either right at the beginning or it played inferior all the way through.

As a semi-serious diversion at Monza a large group of racing people, including managers, mechanics, trades representatives, conducted a 2½-mile foot race. It was something of a Frank Williams benefit, for the Iso-Marlboro manager runs every day of his life, but a number of the drivers did well (Hunt was second) and it pointed up that several of them had been doing physical training anyway during the summer. Time was that a driver would tell you, "Oh, just driving keeps me fit during the season," but this season it didn't seem to be enough.

In a way it was fortunate there wasn't much in the way of technical interest this year, because there was so much going on in the political arena. Until next year at any rate 1973 will be remembered as The Year of Controversy. There was for instance an enormous

struggle for control of the financial side of the "sport" between, basically, the entrants and the organisers. The Constructors Association wanted to be in the position of selling themselves as a package, like a travelling circus (which of course they are anyway) in order to force each race promoter to treat with them on equal—equally high—terms. There was formed Grand Prix International to represent the other side's concept of fair—i.e. low—terms, and a giant confrontation was brewing up (Graham Hill and the Shadow organisation were caught up at one point) when one of the organising clubs, the Spanish, with their race fast approaching, capitulated independently. G.P.I.'s influence folded and the entrants apparently got everything they wanted from every other organiser on individual arrangements, even the organisers of the British round who adamantly held out until very late in the day.

Later on there was an infamous scene in practice for the Belgian GP when existing CSI procedures were abandoned and because of the resurfaced Zolder track breaking up the entire Grand Prix scene came to a grinding halt for hours as each side sat around waiting for the other to give in. Here again it was the organisers who finally relented and signed a paper.

The tragic and totally senseless death by fire of Roger Williamson at Zandvoort created a storm of controversy that swept all of Europe. The highly public failure of the Dutch marshals to act created uneasiness in every branch of the sport, but more seriously it created questions in governmental agencies in many countries.

Those of us who do motor racing as a way of life should not forget that to the world at large our sport appears to be an aberration. As long as motor racing remains reasonably unobtrusive it will be allowed to continue, but the Dutch Inferno reached into every television receiver on the planet. It would take very little in the way of a follow up to prompt the "do gooders," of whom there are an increasing number in this ever more homogenised world, to step in and protect us from ourselves. It is increasingly the temper of the times to eliminate individual freedoms in favour of group welfare; the essentially individualistic nature of motor racing is in diametric opposition to this. That's why we like it—but there are more of "them" than "us."

The worldwide shortage of petroleum fuels is another problem facing the future of motor racing. Already several countries have restricted purchases of petrol or banned private motoring at certain times. Even government officials are trying to cut their personal uses of fuel, so you know they are taking it seriously! What will it mean to racing when, next spring, some ministry or other realises that just outside the capital city perhaps 10,000 private motorists are going to gather to watch the spectacle of two dozen 450 horsepower racing cars burn up—"waste"—upwards of 250 litres apiece of the very fluid that by its shortage is causing world wide crisis and local robberies at gunpoint (California, Germany)?

It is not beyond the realm of possibility that the Last Year of Stewart could have been in fact The Last Year of Motor Sports.



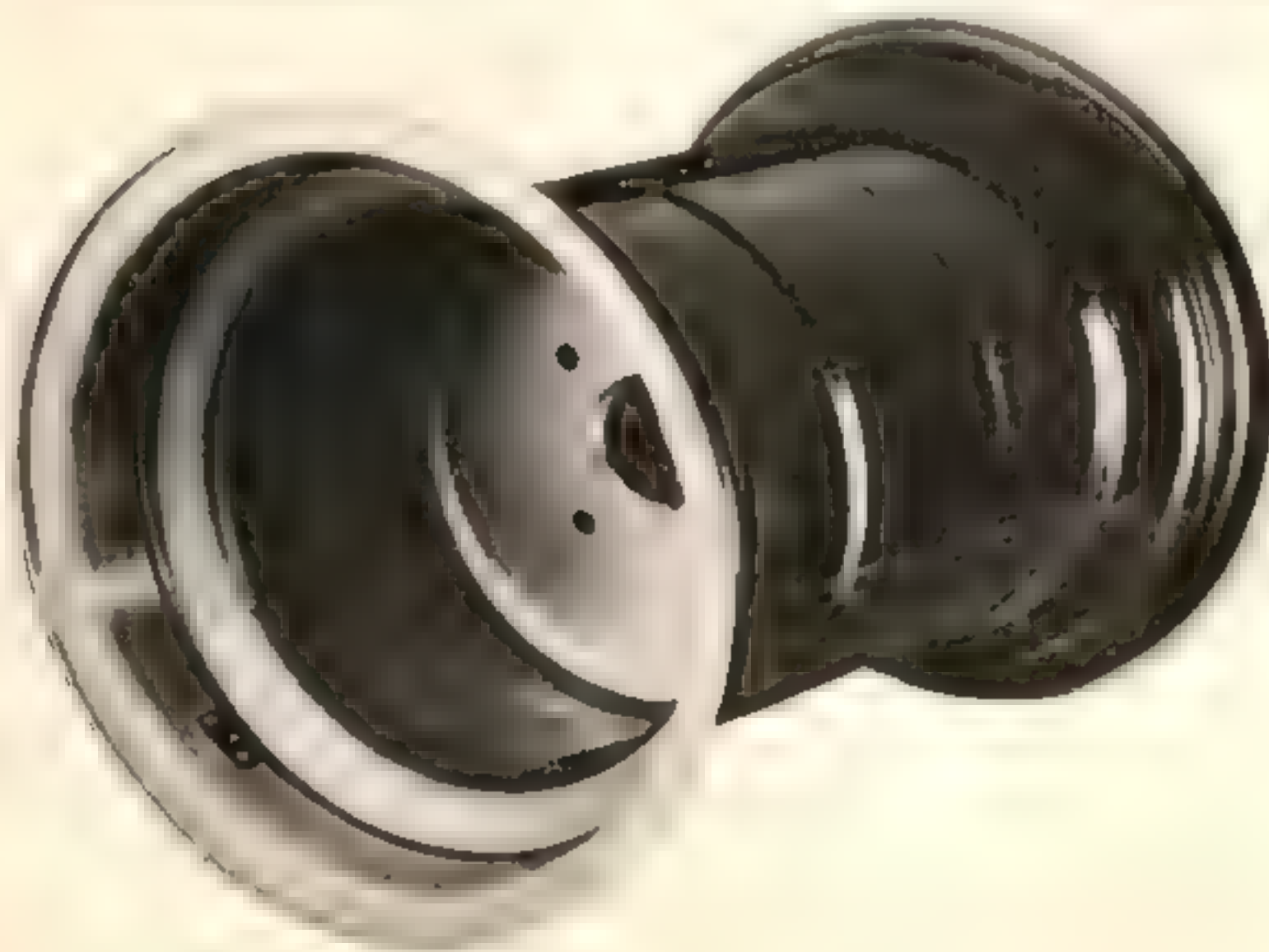
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 1st Le Mans 24 hours, Pescarolo/Larrousse,
 Matra MS 670B
 1st Rothmans European F5000 Championship,
 Teddy Pilette, Chevron B24.
 1st European F2 Championship,
 J.P. Jarier, STP March 732.
 1st John Player F3 Championship,
 Tony Brise, March 733.
 1st Forward Trust F3 Championship,
 Ian Taylor, Baty March 733.

1st Lombard NC F3 Championship,
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 1st Shellsport Clubmans Championship,
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BELTOISE — BRM



FITTIPALDI — JPS



FOLLMER — SHADOW



HULME — McLAREN



HUNT — MARCH



ICKX — FREELANCE



JARIER — MARCH



PETERSON — JPS



REUTEMANN — BRABHAM



REVSON — McLAREN



SCHECKTER — McLAREN

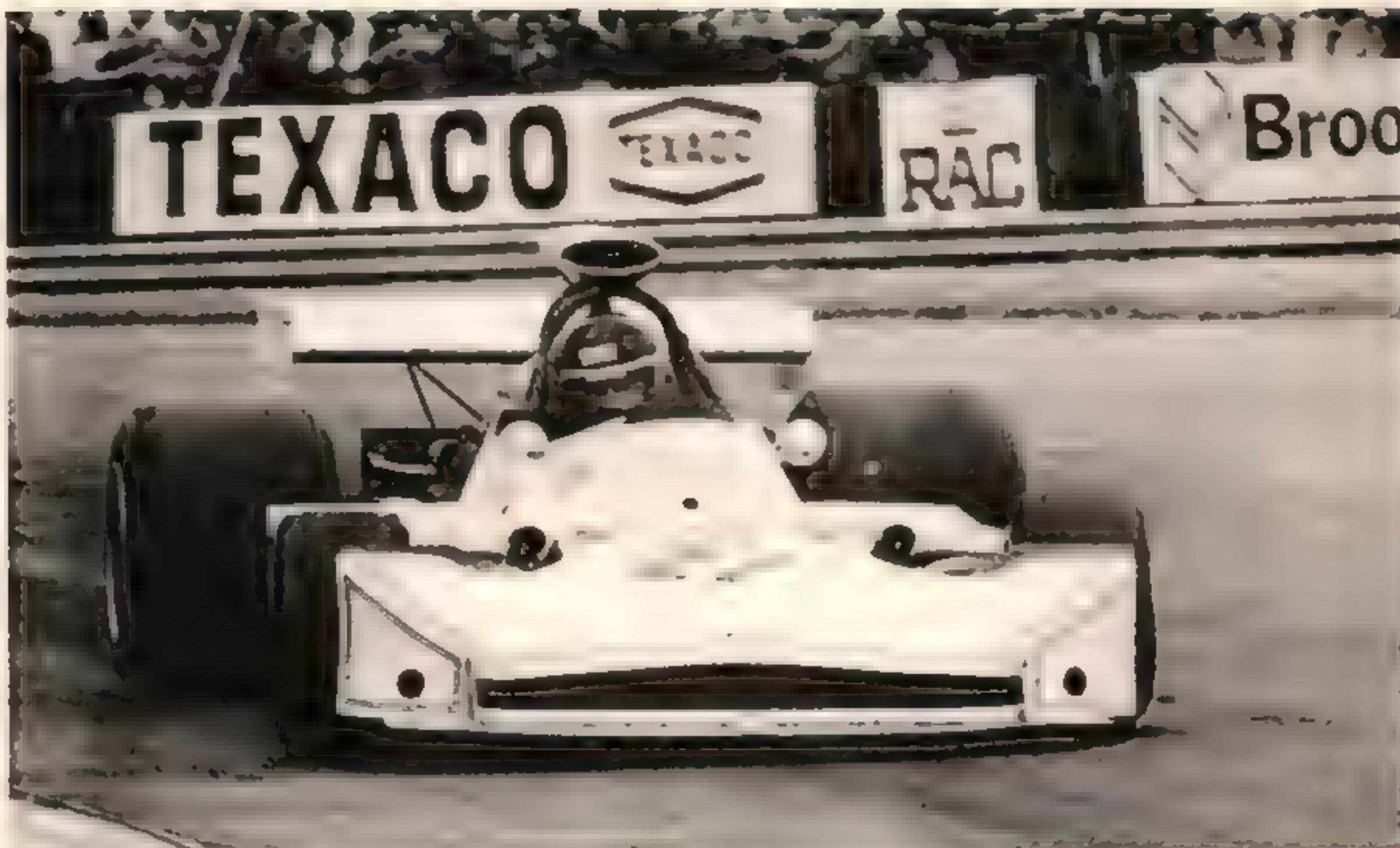


STEWART — TYRRELL

The 1973 results

Pos	Driver	Entrant and Car	World Championship																Non-Championship		
			Points	Argentina	Brazil	South Africa	Spain	Belgium	Monaco	Sweden	France	Britain	Netherlands	Germany	Austria	Italy	Canada	United States	Race of Champions	Daily Express	GM Trophy
1	Jackie Stewart	Elf Team Tyrrell Tyrrell Ford	55	1	1	3	3	3	2	2	2	4	4	4	4	4	4	4	1		
2	Emerson Fittipaldi	John Player Team Lotus Lotus Ford	5	R	R	11	R	R	2	2	2	2	2	2	R	1	1	R	3		2
3	Ronnie Peterson	John Player Team Lotus Lotus Ford	47		10	NC	2	2	4	3	2	2	2	2	R	3	R				
4	François Cevert	Elf Team Tyrrell Tyrrell Ford	18				4	R	5	7		1	4	4	R	3	1	5			4
5	Peter Revson	Red Bull Team McLaren McLaren Ford M23																			
6	Dan Gurnea	Yardley Team McLaren McLaren Ford M23	24																		
7	Carlos Reutemann	Motor Racing Developments Brabham Ford BT42	16				R	R	R	4	3	6	R	R	4	6	8	5			
8	James Hunt	Motor Racing Developments Brabham Ford BT42	14																		
9	Jacky Ickx	Team Williams Williams Ford																			
10	Jean Pierre Beltoise	Matra Elf Team Matra Elf																			
11	Carlos Pace	Brabham Team Brabham Team Tyrrell Tyrrell Ford																			
12	Amato Merzario	Spa Ferrari SEPA Ferrari 312B15																			
13	George Fittipaldi	U-P Shadow Racing Team U-P Shadow Ford LN1																			
14	Jack Brabham	U-P Shadow Racing Team U-P Shadow Ford LN1																			
15	Andreas de Adamich	Emeryson Magnussen Team Emeryson Magnussen Ford B42																			
16	Niki Lauda	Motor Racing Developments Brabham Ford BT42																			
17	Clay Regazzoni	Motor Racing Developments Brabham Ford BT42																			
18	Chris Amon	Elf Team Tyrrell Tyrrell Ford																			
19	Gijs van Lennep	Team Williams Williams Ford																			
20	Howden Ganley	Team Williams Williams Ford																			
21	Brian Redman	U-P Shadow Racing Team U-P Shadow Ford LN1																			
22	Jochen Mass	Team Tyrrell Tyrrell Ford																			
23	Rikky van Opst	Team Tyrrell Tyrrell Ford																			
24	Mike Hailwood	Brabham Team Brabham Team Tyrrell Tyrrell Ford																			
25	John Watson	Motor Racing Developments Brabham Ford BT42																			
26	Jody Scheckler	Yardley Team McLaren McLaren Ford M23																			
27	Tim Schenken	Team Williams Williams Ford																			
28	Peter Gethin	Marlboro BRM BRM P160C																			
29	Holger Stommelen	Motor Racing Developments Brabham Ford BT42																			
30	David Purley	LEC Racing Le Mans Ford 721																			
31	Henk Lammers	Team Williams Williams Ford																			
32	Roger Williamson	STP March March Ford 721G																			
33	Graham McRae	Team Williams Williams Ford																			
34	Reino Aho	Emeryson Magnussen Team Emeryson Magnussen Ford B42																			
35	Tam Bello	Team Williams Williams Ford																			
36	Harold Galt	Team Williams Williams Ford																			
37	Lutz Bueh	L Bueh Tyrrell Ford																			
38	Eddie Wilson	Blighat Lucky Strike Tyrrell Ford																			
39	Dave Charlton	Scribner's Lucky Strike Lotus-Ford 720																			
40	Jacky Pretorius	Team Williams Williams Ford																			
41	Tony Trimmer	ISO Marlboro-Ford FX3B																			
42	Tony Dean	Chevron-Morand Chevrolet B24																			

R Retired NC Not classified * P5000



One of the best things about F1 this year was the arrival of James Hunt in the Hesketh Racing March

COMPARISON OF LAPS AND RACE SPEEDS

Event	Venue	1973		1972	
		Race Average	Fastest Lap	Race Average	Fastest Lap
Argentine GP	Buenos Aires	114.4 mph	114.4 mph	114.4 mph	114.4 mph
Brazilian GP	Interlagos	114.4 mph	114.4 mph	114.4 mph	114.4 mph
French Argentine GP	Interlagos	114.4 mph	114.4 mph	114.4 mph	114.4 mph
Spanish GP	Jarama	114.4 mph	114.4 mph	114.4 mph	114.4 mph
Belgian GP	Zolder	114.4 mph	114.4 mph	114.4 mph	114.4 mph
Monaco GP	Monte Carlo	114.4 mph	114.4 mph	114.4 mph	114.4 mph
Swedish GP	Bendern	114.4 mph	114.4 mph	114.4 mph	114.4 mph
Finnish GP	Mika Peltola	114.4 mph	114.4 mph	114.4 mph	114.4 mph
British GP	Silverstone	114.4 mph	114.4 mph	114.4 mph	114.4 mph
Dutch GP	Zandvoort	114.4 mph	114.4 mph	114.4 mph	114.4 mph
Canadian GP	Toronto	114.4 mph	114.4 mph	114.4 mph	114.4 mph
Austrian GP	Magnets	114.4 mph	114.4 mph	114.4 mph	114.4 mph
Italian GP	Mugello	114.4 mph	114.4 mph	114.4 mph	114.4 mph
Canadian GP	Montreal	114.4 mph	114.4 mph	114.4 mph	114.4 mph
American GP	Watkins Glen	114.4 mph	114.4 mph	114.4 mph	114.4 mph
Race of Champions	Brands Hatch	114.4 mph	114.4 mph	114.4 mph	114.4 mph
Daily Express G.N. Trophy	Silverstone	114.4 mph	114.4 mph	114.4 mph	114.4 mph

WINNERS' EQUIPMENT

Chassis	Wing	Engine	Gearbox	Wheel	Oil	Tyre	Plug	Injection	Brake	Lining	Oil
JPS	7	Ford V8	Hewand	Tecoro	Haroldine	Goodyear	Champion	Lucas	Cummins	Ferodo	Koni
Tyrrell	5	Ford V8	Hewand	E	Eif	Goodyear	Marc Craft	Lucas	Cummins	Ferodo	Koni
McLaren	3	Ford V8	Hewand	Cu	Cu	Goodyear	Champion	Lucas	Cummins	Ferodo	Koni

CONSTRUCTORS' CHAMPIONSHIP 1973

Position	Team	Points	Wins	Podiums	Fastest Laps	Retirements	Points	Wins	Podiums	Fastest Laps	Retirements	Points	Wins	Podiums	Fastest Laps	Retirements	Points
1	JPS Ford	100	10	10	10	10	100	10	10	10	10	100	10	10	10	10	100
2	Tyrrell Ford	80	8	8	8	8	80	8	8	8	8	80	8	8	8	8	80
3	McLaren Ford	60	6	6	6	6	60	6	6	6	6	60	6	6	6	6	60
4	Shadow Ford	40	4	4	4	4	40	4	4	4	4	40	4	4	4	4	40
5	March Ford	20	2	2	2	2	20	2	2	2	2	20	2	2	2	2	20
6	Williams	10	1	1	1	1	10	1	1	1	1	10	1	1	1	1	10
7	Marlboro BRM	5	0	0	0	0	5	0	0	0	0	5	0	0	0	0	5
8	Coopers Shadow Ford	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	SC Magalhães	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	March Tecno	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

JPS and Tyrrell both dropped their lowest scores in the first half of the year

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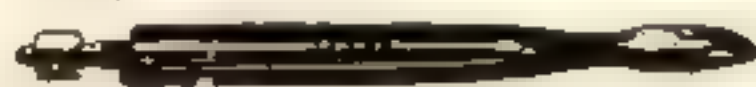
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Howden Ganley with the John Clarke designed Iso-Marlboro

Iso-Marlboro progress report: Frank Williams looks forward to the 1974 season

By MIKE DOODSON

Frank Williams had his first season as a Formula 1 entrant in 1969. Driving Frank's private Brabham BT26, modified for Dunlop tyres and immaculately polished, Piers Courage scored second places in the Monaco and United States GPs. They were to be the best results ever scored by Frank Williams in Formula 1, for Piers died at Zandvoort in 1970, and the story since then has not been a happy one. In 1973, however, Williams became a constructor in his own right, and his Iso-Marlboro cars have earned a reputation for reliability, if not speed. Their entrant has shed something of his whizz-kid image, and he now runs a tight operation from a purpose-built factory in Reading, only a few minutes away from the M4 Motorway.

Frank suggested that I make a contribution to the energy crisis by travelling to Reading for my visit by British Rail, and I realised how serious he was when I stepped inside the factory lobby and spotted a bicycle. "Let's face it," he said, "if the crisis gets any worse, I'm one of those who's going to suffer really badly. I take the bike two or three days a week, when I know that I'm going to be in the office all day, and, of course, it also helps to keep me fit."

Fitness is definitely a Williams fad. The previous time that I interviewed him he made an appointment for me to see him somewhere near London's Serpentine in Hyde Park, where he planned to be taking his customary 3-mile evening run. He carries an athletic briskness into his business life, and his language is full of succinct words and strangely in-offensive expletives. With his wide-awake eyes and tireless energy, it's not surprising to learn that Frank Williams pulled himself out of the gutter to build up his own little empire.

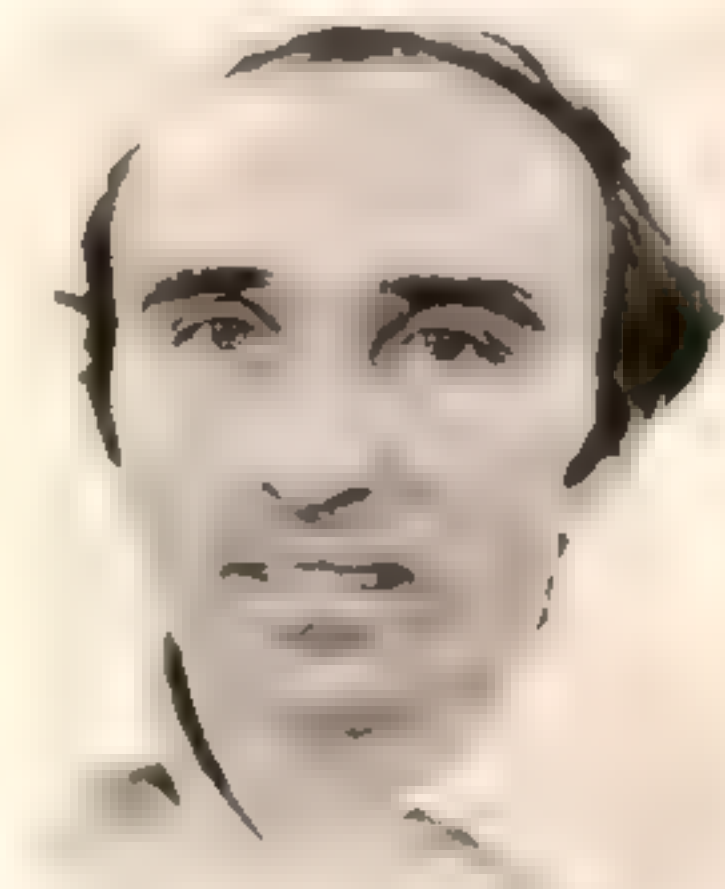
There have been hard times—especially the period following Piers' death—and very little to show for it. Financially committed way over his head, Frank has nevertheless saved his own bacon every time, and the intervention of Philip Morris and the Italian

Iso concern last year gave him more security than ever before. Both companies have agreed to renew their contracts for 1974, which in itself is something of a record in continuity of sponsorship for the mercurial Williams team.

At the Marlboro press conference in January of this year, it was announced that Iso would be helping Frank in the construction of his new car. This never happened, so I asked whether they would be building any parts of the car now that ownership of Iso has changed hands, and in view of the fact that ex-De Tomaso designer Gianpaulo Dall'ara is working with the company.

"To be quite frank," admitted Williams, "Iso's contribution to the car's design this year was absolutely zero. They made a cash contribution only. Nominally they were to be the car's constructors, with me running the team with assistance from Philip Morris. But it's easier for us to look on it from the point of view of Iso jointly sponsoring a Grand Prix racing team, for promotional and commercial purposes, and for that company to derive its benefit in that direction."

Frank is nevertheless delighted to be working again with Dall'ara, whose ingenious monocoque De Tomaso added such an interesting note to the first few F1 races of



1970. The arrival of Dall'ara must have been something of a relief to Frank, since much of his sponsorship for 1974 was rumoured to depend on his finding a "name" designer. Furthermore, Ron Tauranac had declined an invitation to join the team as a consultant, and John Clarke—the erstwhile designer of the Iso-Marlboro—did not get on particularly well with the team's number one driver.

Nevertheless, Clarke is busy working on modifications for the existing car, and he will have a draughtsman-assistant "just as soon as the 1974 funds start flooding through



Work progressing in the purpose built factory.

the bank." Dall'ara will be visiting Reading for one day in every two weeks, to look over John Clarke's shoulder, and the boss makes it quite plain that "Dall'ara is in charge, make no mistake about that."

During the 1971 and 1972 seasons, Frank Williams Racing was running March Formula 1 cars, and the failure of the works cars to win races was mirrored by even less success from the singleton Williams entry. But by going his own way in 1973, Frank took all the responsibility for success or failure on to his own head. By all accounts he had failed. The natural question was to ask him to account for the lack of success, and it was immediately apparent that Frank had considered the point for some time.

"John (Clarke) and I had our differences, and quite honestly it took us a long time to realise what our problems were with the new car. The fact of it not being competitive was not entirely him, and it was obviously my fault that there wasn't enough money around for a full development programme or to go testing."

"Generally speaking, it's been a fairly bad season. However, we did have 21 finishes out of 31 starts, which is a fairly good record, perhaps fourth or fifth in the table, and although the cars weren't quick, they were reasonably reliable. The main trouble was that we started so late. The first chassis were only just ready for Barcelona, but because they were late—and because we had very little money in the kitty—we were unable to catch up and get them developed."

"Things were quite promising to start with. At Monaco, which is a tight circuit with almost no straight, Howden qualified ninth and ran well in the race. He was in the top 10 practice times at Anderstorp, second fastest Firestone qualifier. It wasn't until we got to Ricard that we were bashed smartly between the eyes that we had some big problems on our hands, and at nearly every circuit after that we found ourselves right at the back of the grid, particularly on the long, fast circuits like Österreichring and Monza. I mean, at Österreichring Howden was 4 s slower than Ronnie 4 s!"

Yet Frank is adamant that the chassis still has potential, and both existing cars will be raced again in 1974. Modifications are already complete, in readiness for a major test programme at Ricard in the middle of December. "You will remember that although Howden crashed at the Nürburgring, Henri Pescarolo went particularly well until the car got light on fuel and took a dislike to all the bumps it encountered."

"There is no doubt that we had a serious

geometry problem in the rear suspension. And our front track was considerably wider than the rear track, which obviously didn't help the top speed since the smaller the hole you make in the air, the faster you can go. The geometry also considerably unbalanced the front end of the car, and to balance it all out we had to carry a lot of wing, which reduced top speed even more."

"We had a serious overheating problem, too. We have side radiators, but they're mounted at the front of the car, rather like the USAC Eagle. Unlike the Eagle, though, we don't continually charge around a circuit at never less than 170-180 mph, and we don't use the type of fuel they use, which helps to cool the engine. It took us much too long to realise what trouble we were in, since in places like Ricard and Österreichring we were running temperatures of over 110 degrees. This was costing us around 30 bhp, and really it's a miracle we didn't blow up engines every where."

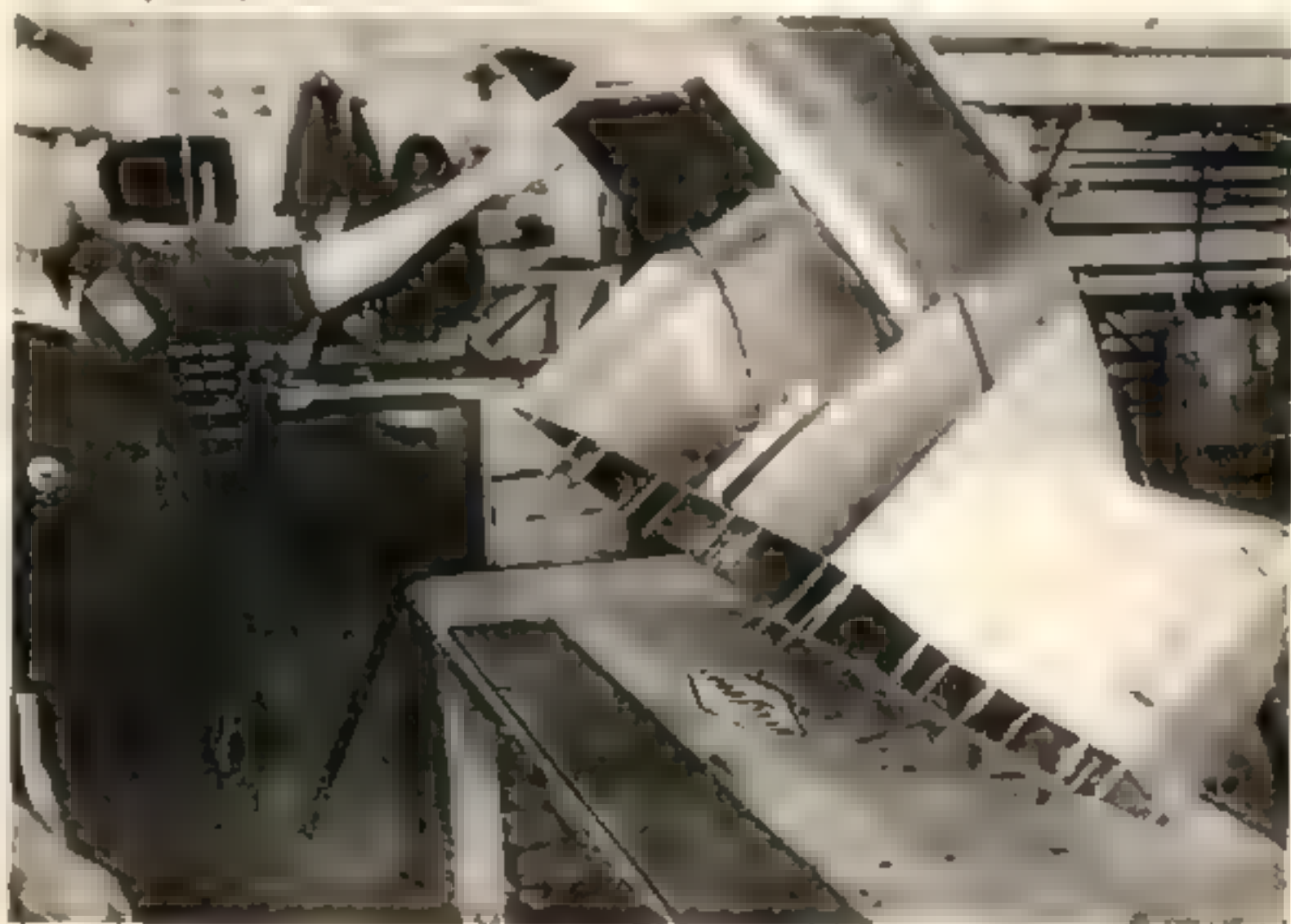
This is in part a tribute to Johnny Middleton, who rebuilds all but two of the Williams engines at Reading in a neat and clean shop at the back of the race workshop. The overheating must surely have contributed to Ganley's practice blow-up in Austria, when a connecting rod let go just in front of the pits. The engine spewed overheated oil all down the track, and people in the pits ducked as small pieces of metal sprayed the guardrail in a musical death rattle.

The overheating problem wasn't properly tackled until some experiments had been conducted with revised ducting and conventional oil radiators installed. By then Jacky Ickx had been co-opted into the team, but the cars were still slow on the straight. "This was an aspect of Jacky not getting on to the straight fast enough. He missed the first day of practice because of visa troubles, and, of course, he had very little experience of the car, so he had to run a lot of rear wing as usual to help him cope with the deficiencies of the car."

Ever optimistic, Frank was nevertheless encouraged by the opinions of Ickx about the car, and heartened by some kind words from Ron Tauranac, who was at the 'Glen as an advisor on the team. "They didn't feel it was necessary to throw away the present car, only to modify it substantially. It has some good points, and they're not insignificant. For example, it was very close to the weight limit. At Watkins Glen it weighed 33 pounds over the limit after the race, still with some of the



John Clarke (above), designed the 1973 Iso-Marlboro. Work on next year's cars is going well—this is a prototype nose cone (below).





The new Reading factory has full machining facilities

dirt on it. Jacky and other drivers said the balance of the car didn't change from full to empty tanks, which is quite unusual. And we're very proud of the fuel system, which not only complies with the letter of the present requirements but also picks up to within a gallon, and that's ahead of most people.

"We would like to wring out every bit of development that we can. One needs to be a bit brave to get ahead, and ours is a conventional car. But Dallara is very talented, he builds bridges and roads as well as Miuras and Panteras and Stratoses. Meanwhile, we've got some major modifications in hand. There's a new rear upright, which involves a completely new geometry for the rear end, and we're going to experiment with different roll centres front and rear. We've got a wide March-type nose, plus a Ferrari-type nose plus two new rear wings. We've narrowed the monocoque by 2½ in at the front, and we've got a different front track. The radiators are larger, and I think last year's problems are behind us."

What then, I asked, is there to prevent Frank Williams making a major assault on the World Championship? Why wasn't he thinking in terms of beating "Ken Tyrrell and his lot," as he has said he's going to do in the past?

"Oh dear . . . well, I'm not a defeatist, but in the past 12 months I've become much more realistic. I don't think in terms of 'I'll try a bit harder and I'll beat Ken.' Now I've got to the stage where I know what I'm up against, and that's this business of the three teams in the 'First Division' of Formula 1, Tyrrell, JPS and McLaren. The rest of us are making up the fields, I've got no illusions about that. Hesketh's arrived now, though he's

gone straight into the First Division, no messing, but the rest of us are still fiddling around. So why should Ickx or Fittipaldi or any of these people put their careers at risk to do an old pal like me a favour?"

Cash is the common denominator of all these teams. With cash you can create a facility of personnel, of skill, of talent and knowledge that can produce equipment equal or better than the current top three. For example, one fact has emerged this year — from Chris Amon's experiences — and this is that Ken Tyrrell's car isn't as good as the JPS or McLaren. It's very heavy . . . it's quite difficult to drive . . . and it ain't that quick. After all, Jackie was never at the front of the practice times. But he was in front of the race, though, because that's Jackie Stewart.

"There are a million things that we could do if we had the money. But we don't have it. And if you've got to adjust and tailor here and there, taking short cuts, it's going to catch up with you eventually. You've got to have the bread to beat Colin Chapman: you can't do it for less. Then you've got to get close to what Colin has done."

But money is the one thing which has always eluded Frank Williams. However, with his two major sponsors backing him up for a second year, I asked him whether the years of dodging and scraping were over. "No," he said, "I'm not completely out of the wood yet. I still have a substantial amount of loan capital, though it's a lot less now than it was, and there are far fewer people banging on the door. Every year we get a bit better off, and this year for the first time I believe we will come out with a small profit."

"Of course, I've always paid mechanics

well. But there were reasons for it: (a) they deserved it and (b) I didn't have that much to attract them. I wasn't Team Lotus, so it wasn't a privilege to work for Frank Williams where it might have been to work for Ken Tyrrell and Jackie Stewart. And the operation's always been a bit precarious, I'm the first to admit that, so I had to make it attractive financially for people to work for me."

"I suppose I've had a comparatively high turnover of staff, which has to be traced back to weak management. Weak because I'd either selected the wrong people in the first place, or because when the people were here they couldn't be controlled by a man like myself in the way that Tyrrell would control them. I've had to mature in my time, you know. . . ."

There are now more than 20 people relying on Frank Williams Racing for their livelihoods ("I'd have to go out on the shop floor and count heads to let you know exactly how many"), and the team has become recognised as one of the regulars. Yet Frank has still not managed to attract a top-line driver or designer on anything more than a temporary basis. Where, I asked, did he see his future?

Well, we have a driver change which I'm not at liberty to announce, because that's Marlboro's privilege. I suppose I haven't done Howden's career a lot of good, and I didn't exactly help Henri (Pescarolo) along the stony path. The choice of drivers for 1974 was very much in the hands of the sponsors, because for them I'm a tail-end Charlie, and the only way they could validate my continuation with them to their top brass — who were asking questions — is for purely promotional and commercial reasons.

I had hopes — never strong — of getting Jacky Ickx for 1974. There was reason for the hope, because I spent a lot of time with Pat Duffeler of Marlboro early in the year, trying to sell him on the idea of investing really deeply in a Grand Prix team, rather like John Player and Elf have done. It was going to be built around Jacky, because Jacky Ickx in a Ford engined car is, I think, a winner. When you think of the races where he led Emerson with the Ferrari in 1972 — Brands and Monza — boy, that was driving, not an accident.

I was very hopeful that I'd get the bread off Pat. But by the time Marlboro were quite amenable to the idea, simultaneously my cars began to arrive at the back of the grid. It was natural for Jacky and Emerson, guys like them, to say "Look, Frank, you're a nice guy, we like you . . . but your car's not quick enough, we can't take the risk."

"If we'd got Jacky, and the big plan had happened, the Championship would still have been an inconceivable target for '74. Maybe we could have been knocking on the door in 1975, and 1976 would have been the earliest real chance. Still, with the driver we've got for next year I'd like to think that although we're not going to be at the front, we could be chasing the First Division, because the guy is a charger, he really tries. I like that."

I like a bloke who doesn't say "I've got your 50 grand in the bank, why should I have a go?" — and you can see that that's a point I feel strongly about.

"So, with Dallara, and having learned a lot this year about being a constructor, and having faced facts in time — and doing something about it — and with Firestones being up there on the tyre front again, we might put a lot more information under our belts. We could get ourselves into a position where top drivers are approached, and they'll take the approach fairly seriously, because the goods are there, we've got the chassis, and we've got the cash."

I switched off the tape recorder. Perhaps Frank, as usual, had told me more than he should have done. But this is all part of the man's delightful aura, one that has earned him more than a few thousand pounds of sponsorship in the past few years. He offered me a lift and then joined me at the station in time to catch the Paddington train. Energy crunch or no energy crunch, nothing was going to stop Frank Williams from paying his weekly visit to Piers Courage's children.

Johnny Middleton (left) runs the engine department which looks after all but two of the DFVs





Niki Lauda-Austria's hope

A profile by PATRICK McNALLY

Austria has been unlucky in motor racing. The country's first ever World Champion, Jochen Rindt, was killed before he or his followers could revel in the glory. Last year Helmut Marko's Grand Prix career ended in a freak accident when he lost the vision in one eye. There are still two ultra-promising drivers who may leave their mark in Formula 1: one is Dieter Quester, better known for his exploits in sports cars, saloons and Formula 2 and who, at 33, has perhaps left it too late to enter the Grand Prix arena, the other is 24-year-old Niki Lauda, who in his second season in Formula 1 has shown the signs of becoming a future star and has been signed to drive for Ferrari next year.

Lauda's performances with the Marlboro BRM team this year quickly overshadowed his very disappointing season with March in 1972. Nothing ever seemed to go right last year although he gained the respect of March designer Robin Herd, who said, "He got out of the 721X at Jarama and said, 'No way!' He was right. I think he is in a class of his own as a test driver."

After promising showings with Marlboro BRM in Argentina, Brazil and South Africa (he was eighth in Brazil after a pit-stop and running sixth in South Africa before he retired), Lauda astonished everyone by matching Beltoise's speed at Brands Hatch and taking a front-row grid position.

This was no fluke however as in the rest of the year Niki quickly established himself as the fastest driver in the Marlboro BRMs overshadowing the far more experienced Clay Regazzoni and Jean-Pierre Beltoise.

Determination is a quality which comes to the fore in Lauda's driving. This was shown

supremely well at the British GP at Silverstone when at the restart he made an electrifying start to take second place in the opening laps. He hung on grimly but tyre troubles let him down.

A nasty accident at the Nürburgring meant that he had to miss the chance of appearing in his home Grand Prix—a bitter disappointment. However when he returned to action

he was more determined than ever. He caused a sensation at the Canadian GP when after qualifying eighth in practice he shot off into the lead and in damp and very tricky conditions he opened up an enormous lead. Luck was again on the opposite side though and after a couple of pit stops he had to retire but he had made his point.

His performances had been good enough to make others sit up and take notice and in early October he signed for Ferrari for F1 next year and will probably do some prototype driving as well.

Niki Lauda was born in Vienna on February 2, 1949. He has a brother and his father owns several paper processing plants in Austria. From an early age he developed an interest in cars, teaching himself to drive at a tender age in an old Volkswagen round the grounds of his parents' home. At his father's works he was a menace on the fork lift trucks and at the age of 15 began to drive lorries from one factory to another. The police were amazed, to say the least, when three years later he applied for a driving licence. . . .

Niki's father did not approve of the mechanical leanings of his son and attempted to encourage his schooling. Niki's best subject was geography and, although he passed his entrance examination to university, he decided against continuing his education. The turning point came in August 1966 when he saw the German Grand Prix at Nürburgring. He was fascinated by the whole scene and decided motor racing was for him.

In 1968 Lauda's big chance came, via some ace wheeling-and-dealing. He heard that one Fritz Baumgarten had a full-race Mini-Cooper S for sale and offered Baumgarten a complicated deal. Niki offered his road Mini-Cooper S in part-exchange for the racing version and agreed to pay the difference between the two prices at the end of the year when he sold it. Somehow Baumgarten agreed. The next job was to explain the deal to his father. He told him that he knew a friend who owned a racing Mini and would it be all right if it was kept in the garage as his friend had no cover for it.

So far so good, but at his first meeting, a hillclimb at Linz, Niki finished second to Baumgarten and had to explain to his father why his name was splashed over the papers the next morning. A win—and more explaining—followed at Dobruška, and then followed more victories for the exuberant 19-year-old.

Later in the year the Mini was changed for Peter Peter's Porsche 911S on a similar deal. At the Koralpe hillclimb he put it in the ditch to the mirth of his rivals, but after it was extracted he beat every one in the Group 2 class and put in a faster time than all the Group 3 competitors as well!

For 1969 Niki was offered a works drive in the Austro-Karmann Formula Vee team. He was very quick but had a sprinkling of spins and shunts. When he finished a race he was

Niki Lauda in the 1972 March 721X which he drove and declared it undrivable



In the top three places and another achievement was to be the first Formula Vee driver to lap Nürburgring in under 10 minutes.

The following season saw Lauda in one of Francis McNamara's Roy Winkelmann-backed Formula 3 cars. He managed a second place at Brno plus a fourth at Zandvoort, but the car was not really competitive and after a few shunts trying to make it thus he gave up and bought his own 3-litre Porsche 908 sports car. He was third at Nürburgring, fifth at Thruxton and sixth in the Österreichring 1000-km when he co-drove with Peter Peter.

Sports car racing and Formula 3 were all very well, but Lauda wanted to test his skill against top-class drivers in a competitive formula. He chose Formula 2 and obtained backing from the Erste Österreichische Sparkasse, one of Austria's leading banks, to run a brand new March 712M maintained by the works in 1971.

In many ways it was a disappointing year, although Lauda at least achieved his ambition: to obtain a works Formula 1 drive. The young Austrian had heartbreak after heartbreak in Formula 2, but before his March failed he usually put up a polished performance. His *pièce de résistance* was at Rouen when he overtook and led none other than works driver Ronnie Peterson in a heat. The March directors were so impressed Niki was offered a place in the works team for the Austrian Grand Prix. Sadly, however, his Grand Prix debut was disappointing, bad handling and a less than competitive engine putting paid to Niki's hopes at Österreichring, a circuit where power and handling are all important.

However, Lauda secured sufficient backing to join the works March team full-time for Formula 1 and Formula 2 in 1972 as teammate to Ronnie Peterson. In Formula 1, of course, everything went sour. Niki spent the first two races in the March 721 and secured a reasonable seventh place in South Africa behind Graham Hill's "wide" Brabham BT33. In Spain he was given the 721X, the car upon which March had originally based their hopes for the year. It is past history now that this machine was a failure. Niki realised it wouldn't perform from the outset, but March were reluctant to listen to a relative novice at first.

Even with the advent of the Formula 2-



The brightest part of 1972 for Lauda was in F2 when he won the John Player British championship—the picture shows him on the way to victory at Oulton Park.

based March 721G, Lauda's luck failed to turn in Formula 1. He was ninth in the British Grand Prix and 10th in the Austrian. In Formula 2, however, Niki well and truly showed his capabilities. In Britain's John Player Formula 2 Championship he sailed home to a superb win in the wet at Oulton Park, took seconds at Mallory Park and Oulton Park again and a third at Thruxton to romp away with the title. In the European Championship he took an early lead, only to suffer a series of mechanical misfortunes which dropped him to an eventual fifth in the series.

Niki Lauda's switch to the Marlboro-BRM team for this year has brought him a change of fortune. Not only that, but at last the Grand Prix set have had a proper chance to assess his worth. In touring car events he

signed to drive for Alpina BMW and started the season well with victory in the Monza 4-hours co-driving with Brian Muir.

In the only other ETCC round in which he competed, at the Nürburgring, he finished third. In the non championship 'Ring "24-hour" saloon event he took a convincing victory with Hans-Peter Joisten with the Jaegermeister sponsored Alpina BMW.

Youthful Niki Lauda, at 24, is the youngest regular Grand Prix driver. Unmarried, he lives with his parents in Vienna, but possibly his bachelor days are numbered as he has dated his girl-friend Mariella for several years. Off the track he does not participate in crusades about money or safety: in fact, he dislikes intrigue and feels motor racing would be better off without so much politics.

Lauda at Silverstone in the Marlboro-BRM—he lay second in the race for the opening laps.



Prix Rouge et Blanc

Joseph Siffert

The red and white colours of Marlboro first hit the headlines when they announced, early in 1972, that they were sponsoring a five car BRM F1 team. But they had been involved in the sport beforehand with various personal sponsorship deals (something which still continues incidentally) and the number one driver on a personal Marlboro contract was the popular Swiss driver Jo Siffert. It was Siffert who persuaded Marlboro into racing on a big scale and he was to have led their sponsored F1 team in 1972. As we all know too well, poor Jo was killed at Brands Hatch in 1971 before the deal in which he had been so instrumental had even been announced officially. The directors of Philip Morris (Europe) based in Switzerland wanted to perpetuate Siffert's memory and in return for the help which he gave to them and at one of their traditional pre-Grand Prix parties before the British GP in 1972, they announced the Prix Rouge et Blanc Joseph Siffert.

Ronnie Thompson, president of Philip Morris Europe, said at the announcement "we are indebted to Jo Siffert for introducing us to motor racing and teaching us to appreciate high class motor racing. We are introducing the award here at Brands Hatch to commemorate his first Grand Prix victory at the circuit in 1968."

The Prix Rouge et Blanc is a sort of Man-of-the-Meeting award given to the driver who makes the biggest impression at each GP. The award is chosen by a jury of ten journalists under the chairmanship of the president of the International Racing Press Association, Bernard Cahier. At each race each member of the jury has one vote, with the exception of the chairman who has two in the case of a tie. The driver with the most votes is then awarded the 100 gram gold ingot. All the votes given during the year are recorded and the driver with the highest total at the end of each season is given the annual Prix Rouge et Blanc Joseph Siffert, a 500 gram gold ingot.

The award is rarely won by a race winner and as well as being a very worthy award, it adds a great deal of interest to the races. It also represents a fine gesture by Marlboro in making a worthy contribution to Grand Prix racing outside the sphere of straightforward sponsorship.

Winners of the awards since its inception at the British GP in 1972 have been:

Great Britain, Brands Hatch	Arturo Merzario
Germany, Nurburgring	Ronnie Peterson
Austria, Osterreichring	Mike Hailwood
Italy, Monza	Mike Hailwood
Canada, Mosport	Carlos Reutemann
United States, Watkins Glen	Ronnie Peterson
Gold Ingot: Jacky Ickx	

1973	
Argentina, Buenos Aires	Emerson Fittipaldi
Brazil, Interlagos	Jackie Stewart
South Africa, Kyalami	Jody Scheckter
Spain, Barcelona	Carlos Reutemann
Belgium, Zolder	Francois Cevert
Monaco, Monte Carlo	Willson Fittipaldi
Sweden, Anderstorp	Denny Hulme
France, Paul Ricard	Jody Scheckter
Great Britain, Silverstone	James Hunt
Holland, Zandvoort	David Purley
Germany, Nurburgring	Jackie Oliver
Austria, Osterreichring	Carlos Pace
Italy, Monza	Jackie Stewart
Canada, Mosport	Emerson Fittipaldi
United States, Watkins Glen	James Hunt
Gold Ingot: Jackie Stewart	

Il Gran Premio Atletico or how Frank Williams did himself a bit of all right!

By FRANK WILLIAMS

It all started with Emerson Fittipaldi, who has been doing quite a lot of running this year as part of his training programme. My Italian associate Giancarlo Falletti, who's a friend of Emerson as well as being something of a racing writer, suggested that we have a running race at Monza because he figured he could get some people to put up the money.

After Emerson hurt his foot at Zandvoort, though, the idea was forgotten by both of us. But I started thinking. What with being impecunious for so long, and with every second move I took turning into a loss rather than a profit, I thought to myself "Frank, what's happened to you?" I'm a very competitive person, and I thought that a running race was a good way of showing it, because I didn't seem able to do it at motor racing.

In the meantime, I had already approached James Hunt, who—being a fitness freak like me—seemed very interested. In Austria I spoke to Lord Hesketh. "Alex," I said, "I'm going to have some cash off you," and he—bless him—said that Hesketh Racing was in for 500 quid.

That really started the ball rolling, so I went to see the Philip Morris people. "I've just seen John Player," I said, "and I'm sure they're going to put up another £500." This produced the desired reaction, because the Philip Morris guy said "Oh dear, we can't afford that, but you can count us in, and we'll make it £250." In fact John Player Team Lotus put up £200, Elf came in with £200, Yardley £150, and the two tyre companies, Goodyear and Firestone, with £100 each. Jackie Stewart donated a Rolex watch for the first mechanic home, and Bernie Ecclestone put in £100 for the same class. Everyone chipped in. The Secretary of the GPDA put up £25 of his own bread, which was nice, and the total in the kitty when we'd finished was something like £1875, plus the Rolex.

By then it was clear that I couldn't handle the organisation of the race funds as well as take part, for obvious reasons so I got Peter Macintosh—secretary of the Formula 1 Association—to handle the bookie. We decided that everyone who came to the line would get £20 (they weren't obliged to cross it), and that third place would be £150, second £300, and the rest to the winner.

OK, so I won it. The race distance was about the same that I run most evenings, but it proved to be a bit of a strain on some of the others. Still, I beat James Hunt fairly convincingly and Jackie Stewart was about as far behind me after one lap as my racing cars are behind him in a Grand Prix.

The only blot on the horizon was that a Shadow mechanic won the Rolex and Bernie's £100. We'd asked Shadow to make a contribution, but they shuffled themselves around so well that we never relieved them of any cash. I think the mechanics were actually a bit embarrassed!

The story has a sequel, which has backfired on me in a way. A couple of the sponsors still haven't coughed up, and I haven't got all the money. I've had about half—£455—and that was supposed to go into a personal bank account for me. I've never had one before because everything I own is in the company. Even the £455 went into the company, because we were broke that particular day, and we're still not liquid, because my 1974 monies haven't arrived yet.

Anyway, I went to see my bank manager with Mike Young (he does the accounts for me), and I told him "Philip Morris are doing this, Iso are doing that, so don't worry, because the money's coming through." I mentioned in conversation that I had won the running race, and for the first time in my life I intended to open a personal bank account.

Quick as a flash, the manager started talking about something he'd seen in the newspapers, completely changing the subject. He did the same thing a few minutes later, and when Mike and I left the bank, Mike turned to me and said: "You're wasting your time, Frank, he doesn't want to know."

Screwed again! The only thing to do is set up another race next year. . . .



The field sets off for the Monza running race. Eventual winner (and author of our report) Frank Williams is in the centre with white shorts and Marlboro (naturally) shirt. Second place man is James Hunt (far right).



If your car's taken up smoking, perhaps you forgot its birthday.

If your car's taken up smoking, it could be for several reasons. The engine might have worn piston rings, or be 'running rich'. It may even need a decoke.

But it could also be because you forgot its birthday present. A new set of Champion spark plugs.

So if your car's trying to give you a subtle hint, hurry

round to your local garage or accessory shop.

After all, imagine how you'd feel if everyone forgot your birthday.



**Your car's
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